



NCDOT Prioritization 6.0 Project Summary

SPOT ID: A130144

Mode: Aviation

Status: Submitted

Apron Expansion

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 1225 - Apron / Helipad: Construction

Location: Adjacent to existing apron (would expand apron to the west). MRH is located in Beaufort, Carteret County.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,245,000

Description:

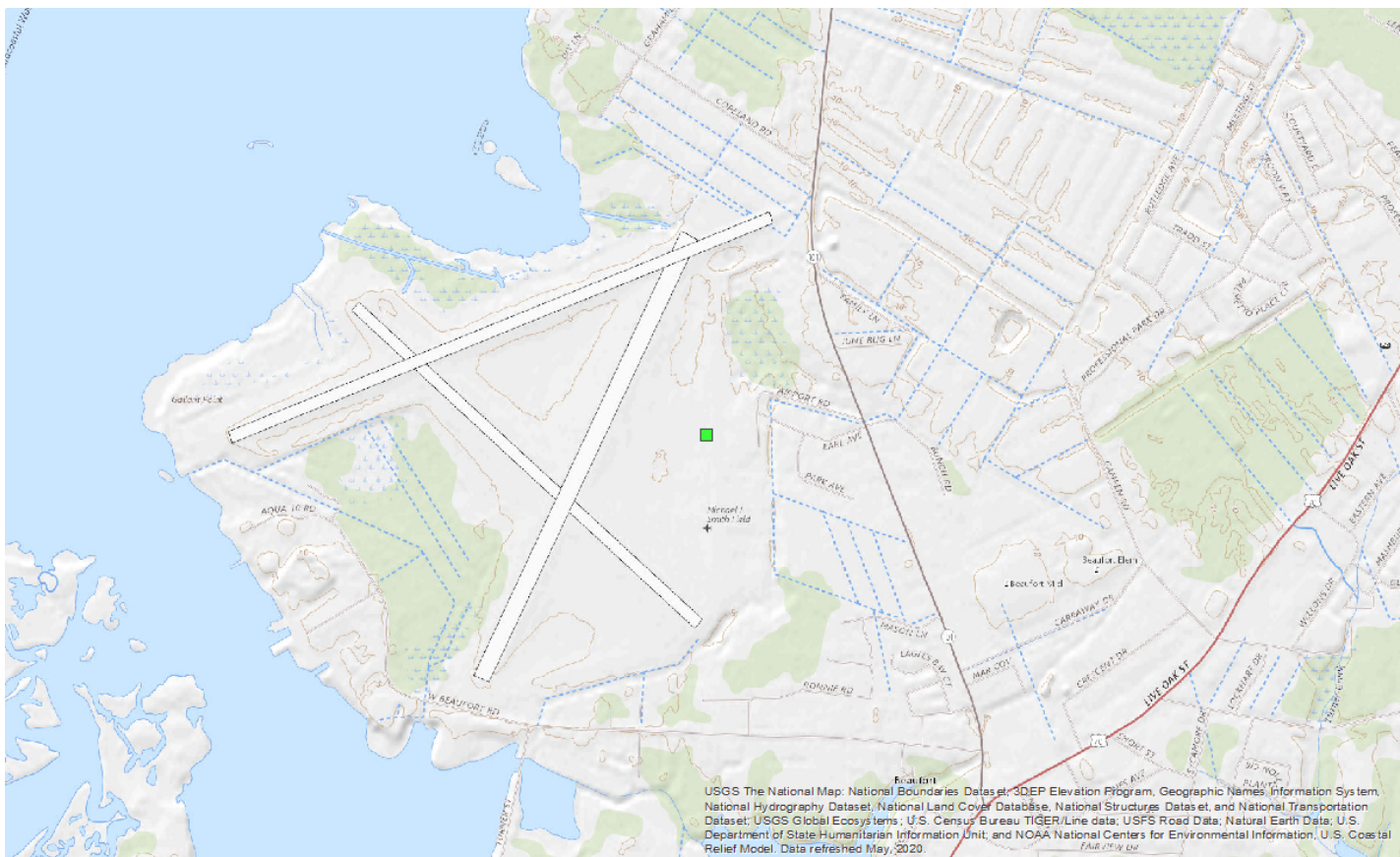
Expand Apron to accommodate future Aircraft growth and types (8350 square yard expansion) (includes Project Request Number: 3022)

Division(s):

County(s):

MPO(s)/RPO(s):

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
NCDOA Project Rating	NCDOA Project Rating (100%)	0	0
FAA ACIP Rating	FAA ACIP Rating (100%)	0	0
Constructability Index	Constructability Index (100%)	0	0
Benefit/Cost	Benefit/Cost (100%)	0	0

Project Data**Data:**

Project Local ID:	#3022
Included in Airport Layout Plan or Other Plan?	No
Name and Year of Plan:	
Airport Sponsor:	Beaufort-Morehead City Airport Authority
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$1,245,000
Total Project Cost:	\$1,245,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,245,000
Source of Cost Estimation:	EBS (Partner Connect)

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Expansion would allow MRH to accommodate larger aircraft on apron, which is crucial to the airport's economic viability.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: A171560

Mode: Aviation

Status: Submitted

Runway 8-26 Extension to 6000'

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 0530 - Runway Length: Construction

Location: Runway 8-26 stretches across the northern limit of airport property from near Gallants Channel to near NC 101. MRH is in Beaufort, Carteret County.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$16,624,000

Description:

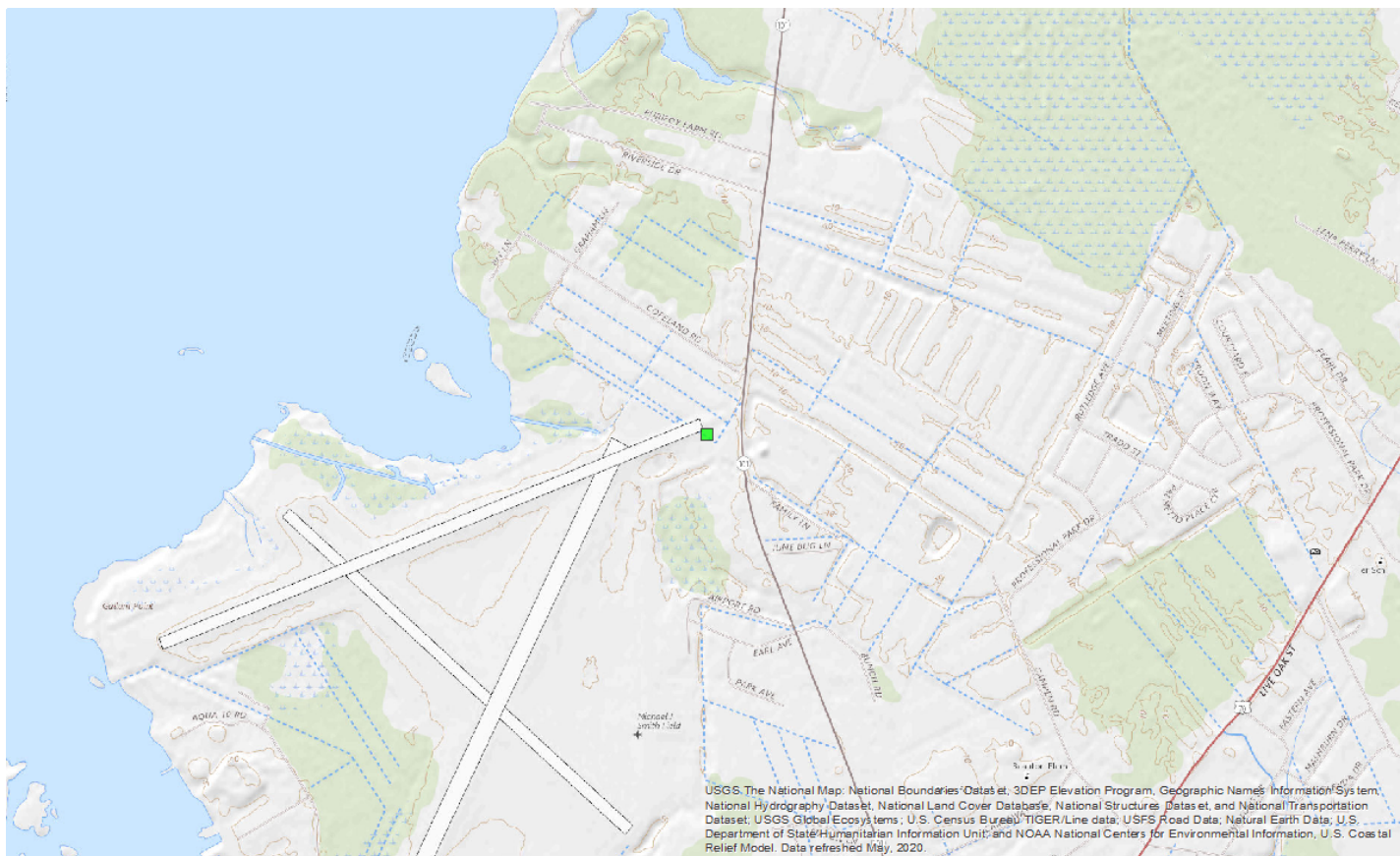
Extend the runway and parallel taxiway to 6000' - includes environmental assessment land acquisition and relocation of NC 101 (Project Request Numbers: 3018, 2373, 3015, 3020, 2376)

Division(s):

County(s):

MPO(s)/RPO(s):

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
NCDOA Project Rating	NCDOA Project Rating (100%)	0	0
FAA ACIP Rating	FAA ACIP Rating (100%)	0	0
Constructability Index	Constructability Index (100%)	0	0
Benefit/Cost	Benefit/Cost (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Airport Layout Plan or Other Plan?	No
Name and Year of Plan:	
Airport Sponsor:	Beaufort-Morehead City Airport Authority
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$7,524,000
Utilities Cost:	\$0
Construction Cost:	\$9,100,000
Total Project Cost:	\$16,624,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$16,624,000
Source of Cost Estimation:	EBS (Partner Connect)

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Extending Runway 8-26 would allow MRH to accommodate larger jet planes that carry heavier fuel weights. Allowing larger jets to take off/land would improve the airport's economic viability.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: A171577

Mode: Aviation

Status: Submitted

Hangars (Phase 2)

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 1905 - Hangars: Construction

Location: Adjacent to existing hangars on airport site; southern end of property. MRH is in Beaufort, Carteret County.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,336,000

Description:

Construct hangars (Project Request Number 2378)

Division(s):

County(s):

MPO(s)/RPO(s):

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
NCDOA Project Rating	NCDOA Project Rating (100%)	0	0
FAA ACIP Rating	FAA ACIP Rating (100%)	0	0
Constructability Index	Constructability Index (100%)	0	0
Benefit/Cost	Benefit/Cost (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Airport Layout Plan or Other Plan?	No
Name and Year of Plan:	
Airport Sponsor:	Beaufort-Morehead City Airport Authority
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$1,336,000
Total Project Cost:	\$1,336,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,336,000
Source of Cost Estimation:	EBS (Partner Connect)

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Constructing additional hangars provides the additional capacity to allow MRH to become more economically viable.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: A191200

Mode: Aviation

Status: Submitted

New Terminal Building

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 1305 - GA Terminal Bldg: New Construction

Location: Immediately north of existing terminal building on airport site. MRH is in Beaufort, Carteret County.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,725,000

Description:

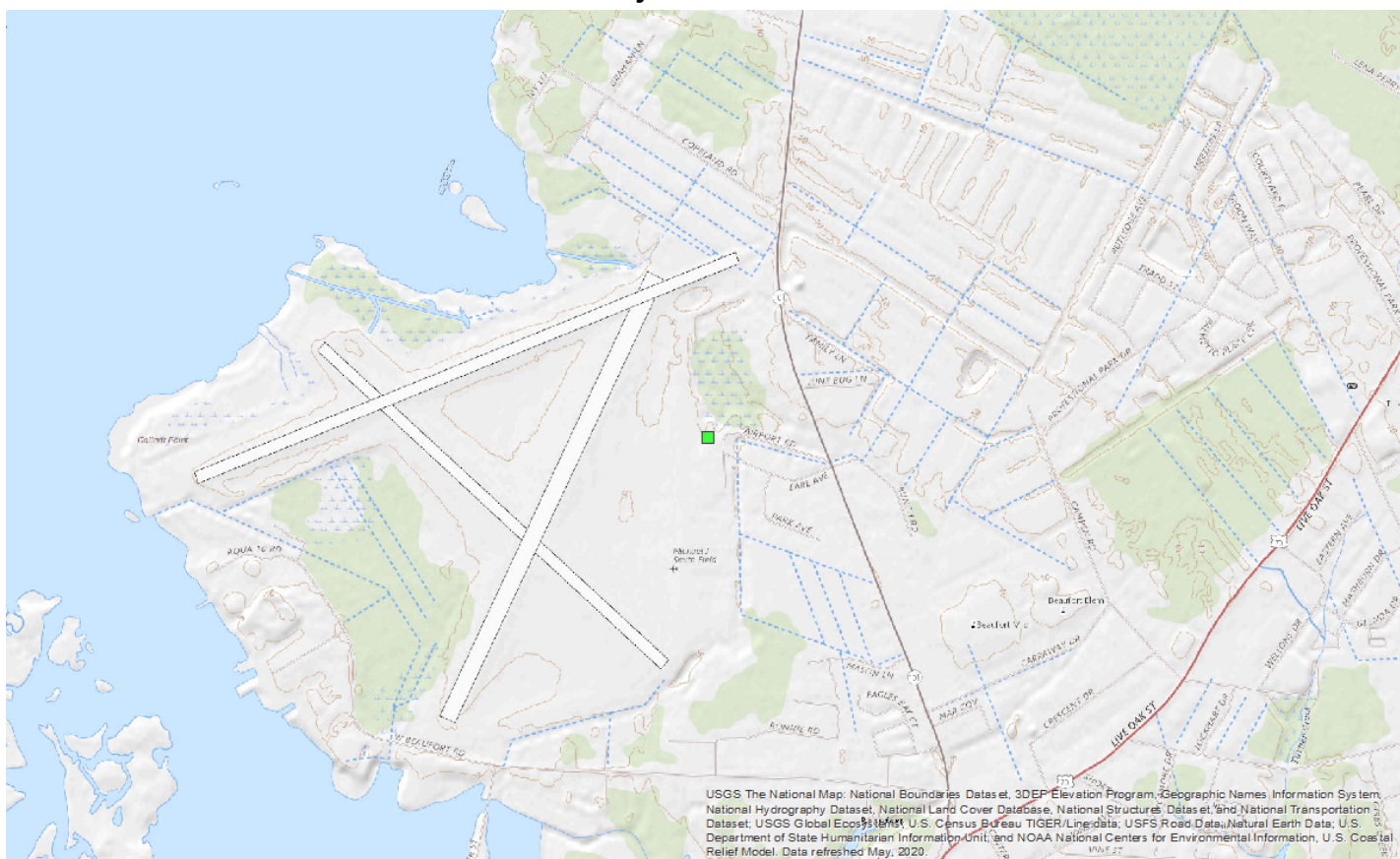
As the existing terminal building is less than 2000 sf, it does not have sufficient capacity as defined by the NCDOT General Aviation Development Plan. Project would construct new terminal building north of existing structure. (PC Project Request Number: 3017)

Division(s):

County(s):

MPO(s)/RPO(s):

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
NCDOA Project Rating	NCDOA Project Rating (100%)	0	0
FAA ACIP Rating	FAA ACIP Rating (100%)	0	0
Constructability Index	Constructability Index (100%)	0	0
Benefit/Cost	Benefit/Cost (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Airport Layout Plan or Other Plan?	Yes
Name and Year of Plan:	Airport Master Plan, (GET MORE INFO)
Airport Sponsor:	Beaufort-Morehead City Airport Authority
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$2,725,000
Total Project Cost:	\$2,725,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,725,000
Source of Cost Estimation:	EBS (Partner Connect)

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: A new terminal building would meet the minimum requirements of the NCDOT General Aviation Development Plan, and would improve the airport's economic viability.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: A191201

Mode: Aviation

Status: Submitted

Improve Runway 8-26 Strength

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 0605 - Pavement Strength: Runway

Location: Runway 8-26 stretches across the northern limit of airport property from near Gallants Channel in the west to near NC 101 in the east. MRH is in Beaufort, Carteret County.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,449,000

Description:

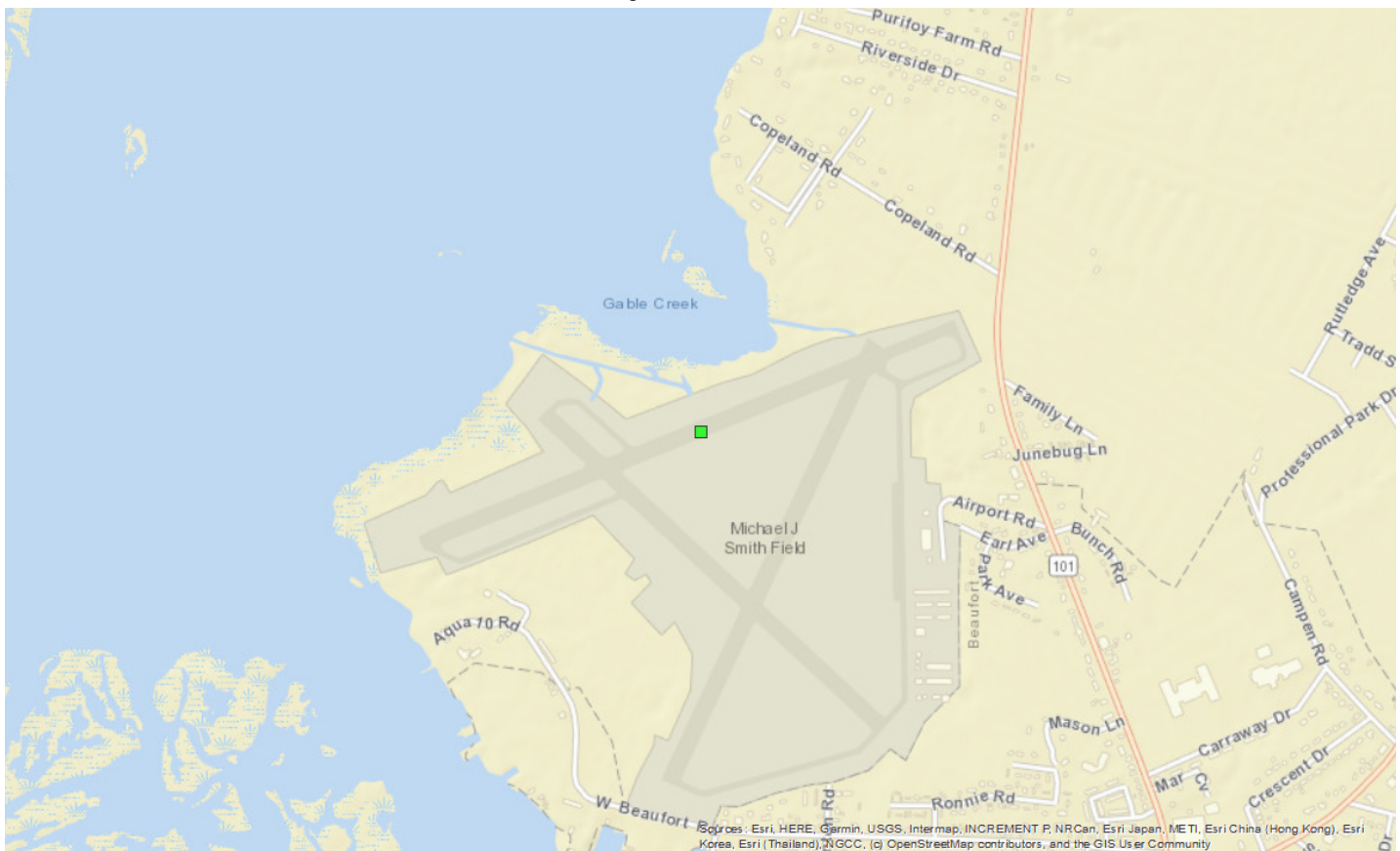
Improve pavement strength of Runway 8-26.

Division(s):

County(s):

MPO(s)/RPO(s):

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
NCDOA Project Rating	NCDOA Project Rating (100%)	0	0
FAA ACIP Rating	FAA ACIP Rating (100%)	0	0
Constructability Index	Constructability Index (100%)	0	0
Benefit/Cost	Benefit/Cost (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Airport Layout Plan or Other Plan?	Yes
Name and Year of Plan:	Airport Master Plan
Airport Sponsor:	Beaufort-Morehead City Airport Authority
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$3,449,000
Total Project Cost:	\$3,449,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3,449,000
Source of Cost Estimation:	EBS (Project Connect)

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Improving the runway's pavement strength would allow for heavier aircraft to take off and land at airport, which is crucial to its economic viability.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B150920

Mode: Bicycle & Pedestrian

Status: Submitted

SR 1113 (Old Highway 58)

From/Cross Street: NC 24

Specific Improvement Type: 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

To: SR 1114 (VFW Road)

Project Category: Division Needs

Length: 0.77686843

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,525,000

Description:

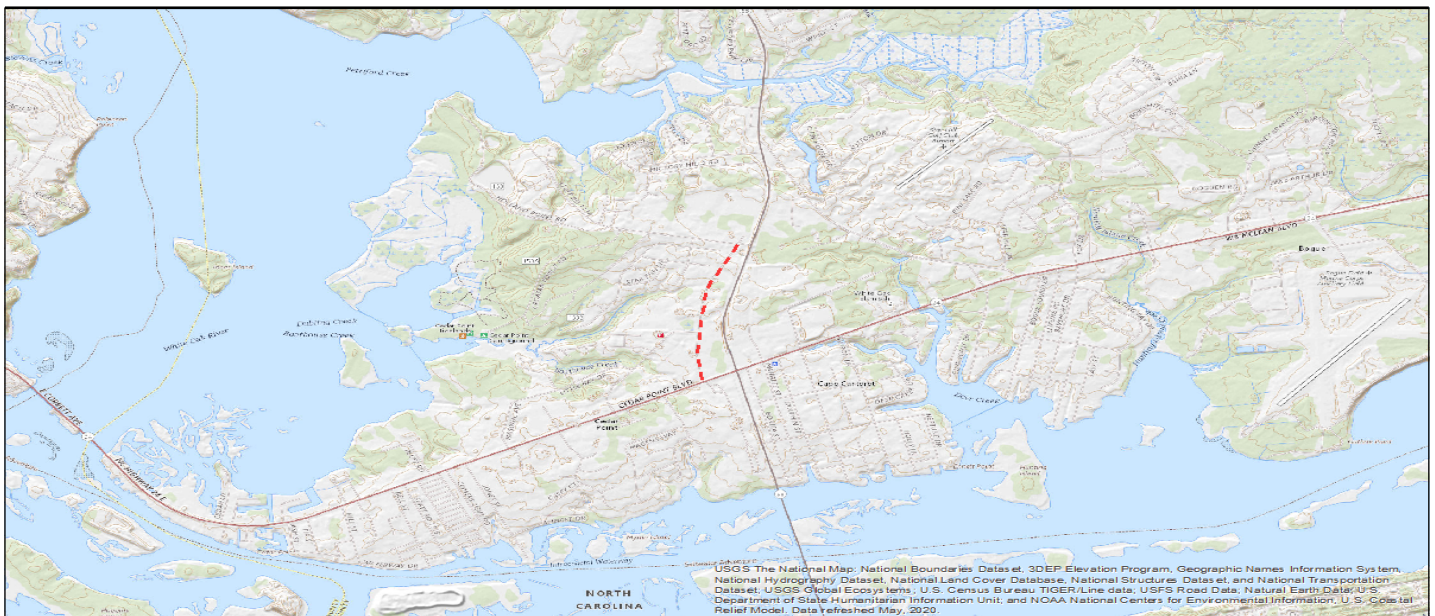
Construct multi-use trail along Old Highway 58 in Cedar Point, Carteret County.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 21.41 Demand/Density (10%) 18.81 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	360	18.13
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Cedar Point
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.35
Number of Automatic POI:	21
Number of Manual POI:	72
Number of Existing or Committed Connections:	1
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	3385
Employees Within Buffer Area:	1347
Project Sponsor (Organization):	Town of Cedar Point
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$305,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$70,000
Construction Cost:	\$1,455,000
Total Project Cost (including PE/Design) - used for required match:	\$1,830,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,525,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,525,000
Source of Cost Estimation:	Bike/Ped Estimate Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve bicycle and pedestrian access. Improved access to Western Park.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B171602

Mode: Bicycle & Pedestrian

Status: Submitted

SR 1247 (East Chatham Street)

From/Cross Street: SR 1140 (Roberts Road)

Specific Improvement Type: 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

To: McQueen Ave

Project Category: Division Needs

Length: 0.34324447

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$770,000

Description:

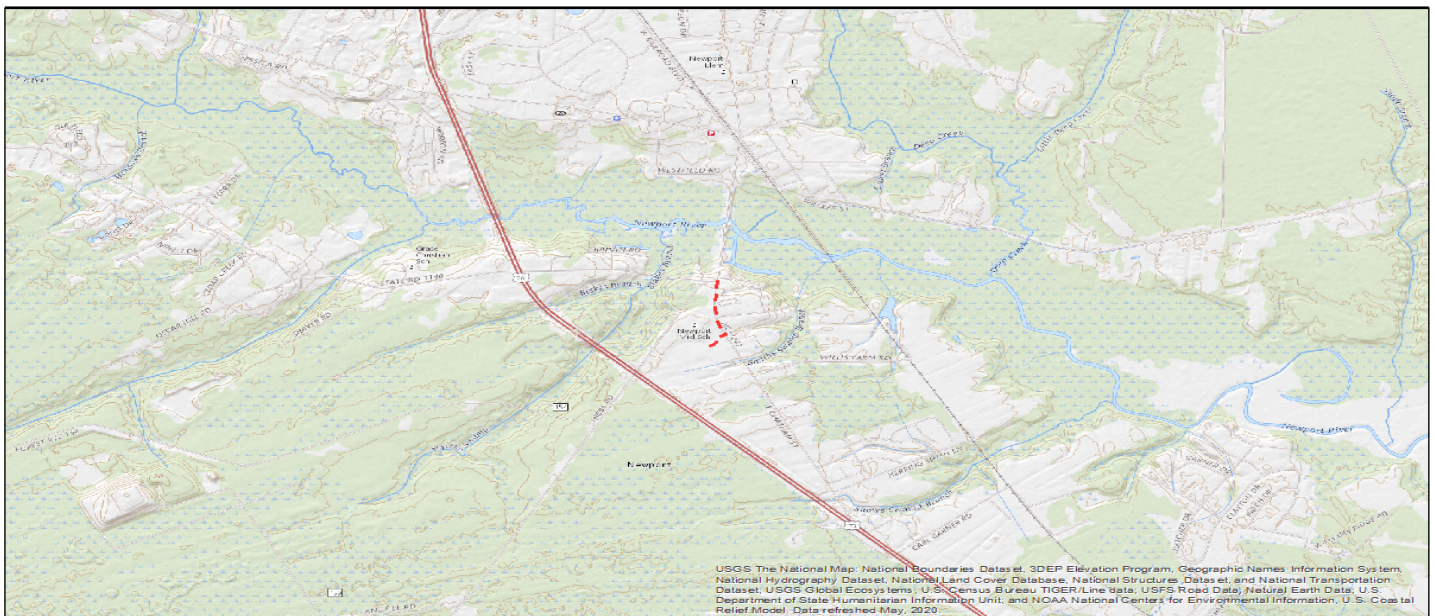
Construct 10' multi-use path near Newport Middle School.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 30.31 Demand/Density (10%) 18.81 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	472	21.25
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2018; Newport Bicycle and Pedestrian Plan, 2017
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Newport
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.4
Number of Automatic POI:	32
Number of Manual POI:	14
Number of Existing or Committed Connections:	0
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	3782
Employees Within Buffer Area:	914
Project Sponsor (Organization):	Town of Newport
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$180,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$35,000
Construction Cost:	\$735,000
Total Project Cost (including PE/Design) - used for required match:	\$950,000
Total Project Cost (without PE/Design) - used for scoring:	\$770,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$770,000
Source of Cost Estimation:	Bike/Ped Estimation Tool

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Adding an MUP in this area will improve overall pedestrian/bicycle access and safety, and will also improve access to Newport Middle School, its athletic fields, and Fort Benjamin Park to those who live within walking/biking distance of the school.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B171605

Mode: Bicycle & Pedestrian

Status: Submitted

NC 24; SR 1447 (Main Street Extension)

From/Cross Street: Seth Thomas Ln.

Specific Improvement Type: 7 - Protected Linear Pedestrian Facility (Pedestrian)

To: NC 24

Project Category: Division Needs

Length: 2.16026601

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,775,000

Description:

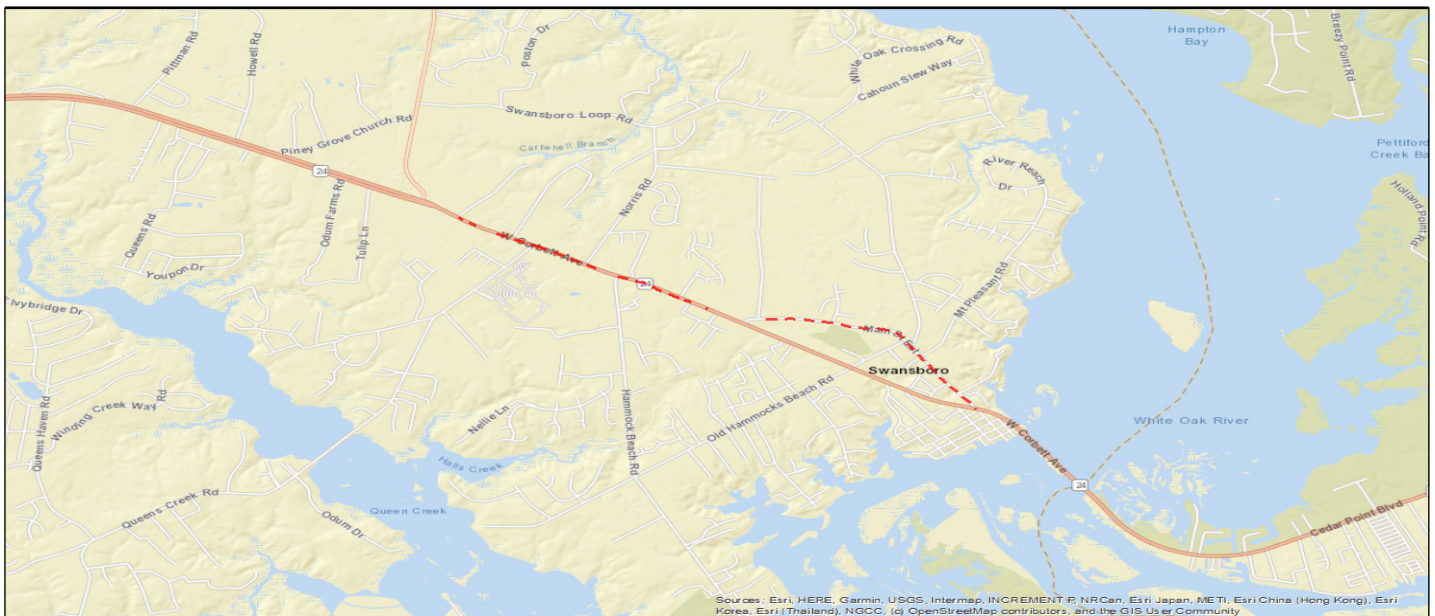
Construct sidewalk on the south side of the roadway on Main St. Extension. Fill in missing gaps along NC 24 on either side of the roadway between Seth Thomas Ln. and Main St. Ext.

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Safety (20%) 46.11 Demand/Density (10%) 22.90 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	1	36
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	528	23.59
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Onslow County CTP (2020 draft)
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Swansboro
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	1
Safety Risk Score:	0.42
Number of Automatic POI:	25
Number of Manual POI:	120
Number of Existing or Committed Connections:	9
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	1793
Employees Within Buffer Area:	582
Project Sponsor (Organization):	Town of Swansboro
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$625,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$185,000
Construction Cost:	\$2,590,000
Total Project Cost (including PE/Design) - used for required match:	\$3,400,000
Total Project Cost (without PE/Design) - used for scoring:	\$2,775,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,775,000
Source of Cost Estimation:	Bike/Ped Estimation Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve pedestrian access and safety. Connect portions of Swansboro's existing sidewalk network.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B171608

Mode: Bicycle & Pedestrian

Status: Submitted

Hammock Beach Road

From/Cross Street: SR 1512 (Old Hammock Road)

Specific Improvement Type: 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

To: Hammock Beach Road

Project Category: Division Needs

Length: 3.01476214

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$7,895,000

Description:

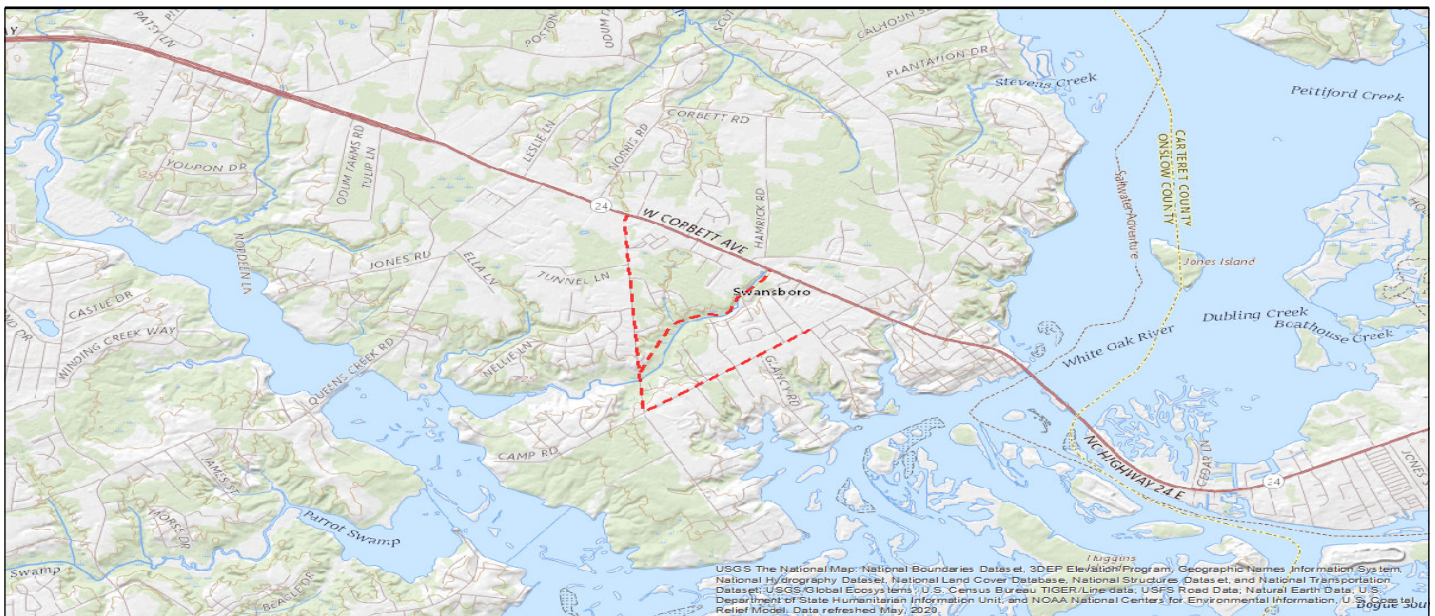
Construct 10' multi-use path along Queen's Creek. Construct MUP along Old Hammock Road and Hammock Beach Road.

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 43.21 Demand/Density (10%) 16.86 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	1	36
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	376	18.71
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Onslow County CTP (draft)
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Swansboro
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	1
Safety Risk Score:	0.38
Number of Automatic POI:	30
Number of Manual POI:	120
Number of Existing or Committed Connections:	3
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	4670
Employees Within Buffer Area:	1308
Project Sponsor (Organization):	Town of Swansboro
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$1,280,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$270,000
Construction Cost:	\$7,625,000
Total Project Cost (including PE/Design) - used for required match:	\$9,175,000
Total Project Cost (without PE/Design) - used for scoring:	\$7,895,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$7,895,000
Source of Cost Estimation:	Bike/Ped Cost Estimate Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve bike/ped access within the Town of Swansboro. Create a nature walk for recreation purposes. Connect with the rest of the town's sidewalk/MUP system.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B171847

Mode: Bicycle & Pedestrian

Status: Submitted

SR 1763 (Church Road)

From/Cross Street: US 70 (West Main Street)

Specific Improvement Type: 7 - Protected Linear Pedestrian Facility (Pedestrian)

To: SR 1745 (Miller Blvd)

Project Category: Division Needs

Length: 0.59680592

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,420,000

Description:

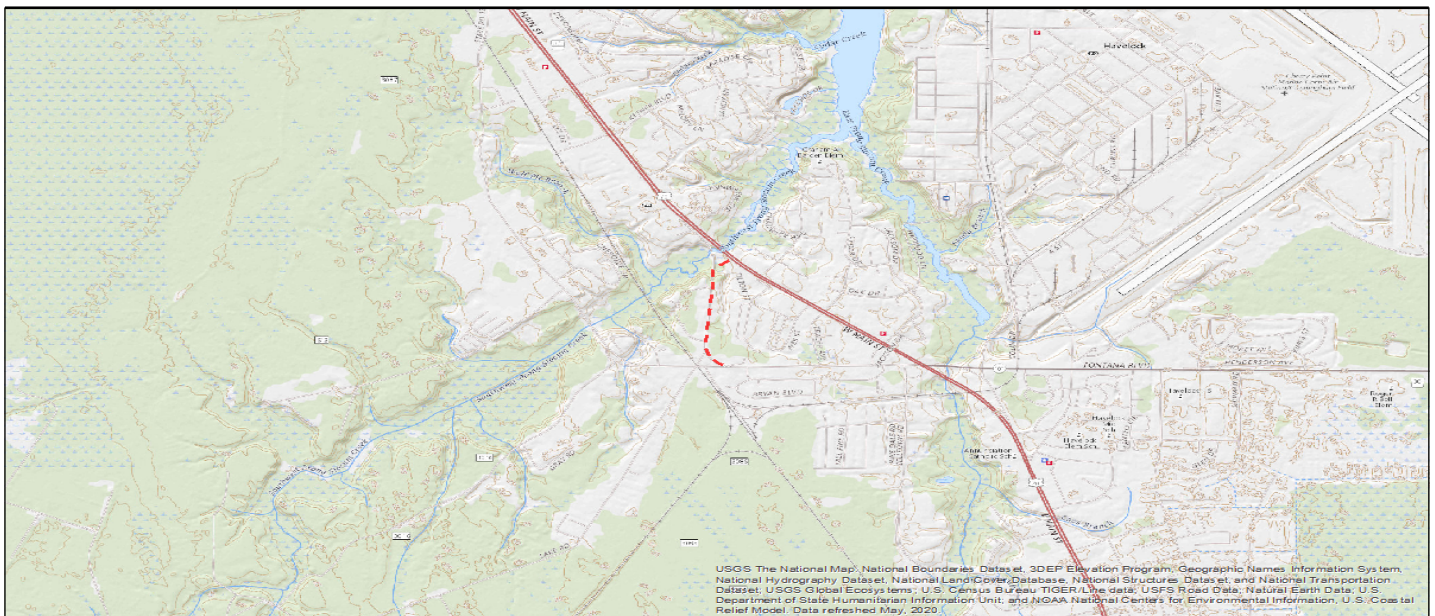
Construct sidewalks on both sides of the street.

Division(s): Division 2

County(s): Craven

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 57.19 Demand/Density (10%) 32.84 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	1	36
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	730	33.92
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Craven County CTP (projected adoption 2020)
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Havelock
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.4
Number of Automatic POI:	11
Number of Manual POI:	55
Number of Existing or Committed Connections:	0
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	1000
Employees Within Buffer Area:	366
Project Sponsor (Organization):	City of Havelock
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$340,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$105,000
Construction Cost:	\$1,315,000
Total Project Cost (including PE/Design) - used for required match:	\$1,760,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,420,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,420,000
Source of Cost Estimation:	Bike/Ped Estimate Tool

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve pedestrian access and safety in the City of Havelock.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B171865

Mode: Bicycle & Pedestrian

Status: Submitted

Cape Carteret Trail

From/Cross Street: Taylor Notion Road

Specific Improvement Type: 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

To: NC 24

Project Category: Division Needs

Length: 1.85570065

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,200,000

Description:

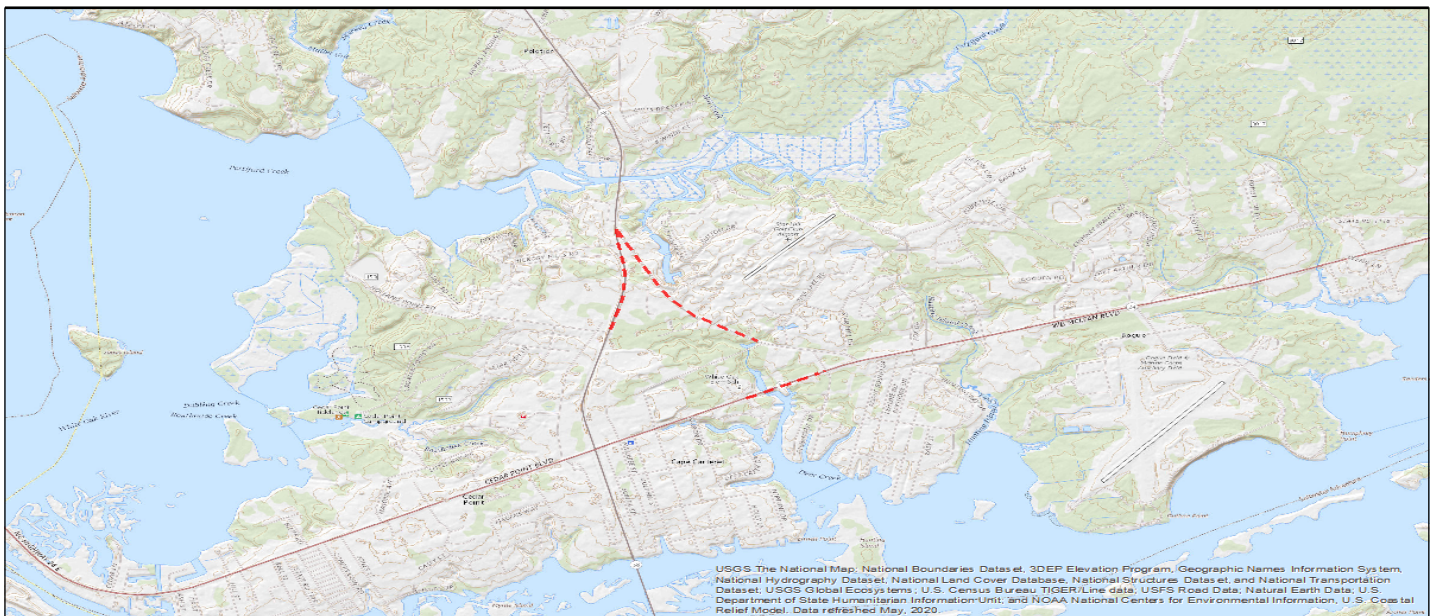
Complete Cape Carteret Trail loop of NC 24, NC 58, and Taylor Notion Road.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 60.05 Demand/Density (10%) 14.91 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	1	36
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	290	14.81
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2018
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Cape Carteret
Right-of-Way % Acquired:	100
PE / Design % Completed:	90
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.39
Number of Automatic POI:	26
Number of Manual POI:	95
Number of Existing or Committed Connections:	5
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	3366
Employees Within Buffer Area:	1233
Project Sponsor (Organization):	Town of Cape Carteret
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$1,200,000
Total Project Cost (including PE/Design) - used for required match:	\$1,200,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,200,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,200,000
Source of Cost Estimation:	Town Estimate

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: The completed trail would improve pedestrian access and safety through the commercial center of Cape Carteret. It would connect important sites like White Oak Elementary School and the Cape Carteret Athletic Center.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B171951

Mode: Bicycle & Pedestrian

Status: Submitted

Lee Avenue

From/Cross Street: NC 58

Specific Improvement Type: 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

To: Ocean Drive

Project Category: Division Needs

Length: 0.34497649

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$685,000

Description:

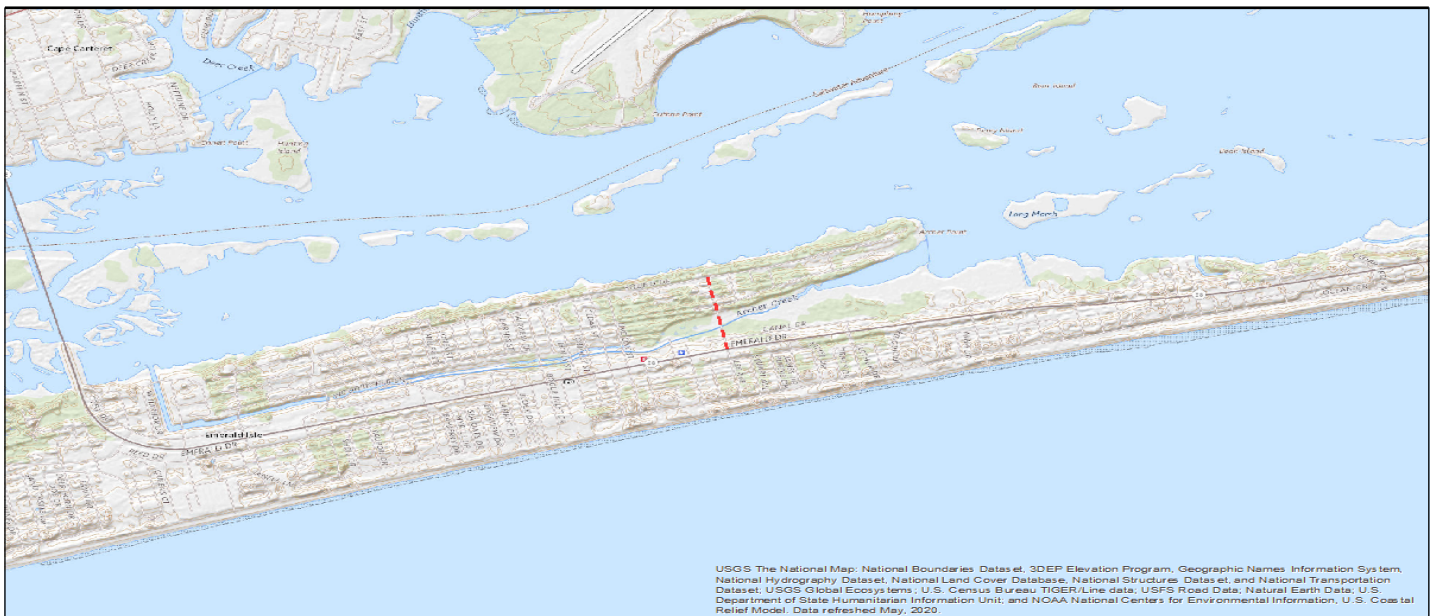
Construct multi-use trail.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 56.99 Demand/Density (10%) 10.34 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	1	36
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	166	7.8
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Emerald Isle
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.38
Number of Automatic POI:	8
Number of Manual POI:	46
Number of Existing or Committed Connections:	1
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project connects to a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	1342
Employees Within Buffer Area:	668
Project Sponsor (Organization):	Town of Emerald Isle
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$160,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$30,000
Construction Cost:	\$655,000
Total Project Cost (including PE/Design) - used for required match:	\$845,000
Total Project Cost (without PE/Design) - used for scoring:	\$685,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$685,000
Source of Cost Estimation:	Bike/Ped Estimation Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve bicycle and pedestrian access and safety in Emerald Isle.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B172608

Mode: Bicycle & Pedestrian

Status: Submitted

SR 1568 (New River Inlet Road)

From/Cross Street: Ocean Club Court

Specific Improvement Type: 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

To: North End of River Drive

Project Category: Division Needs

Length: 4.4287107

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,600,000

Description:

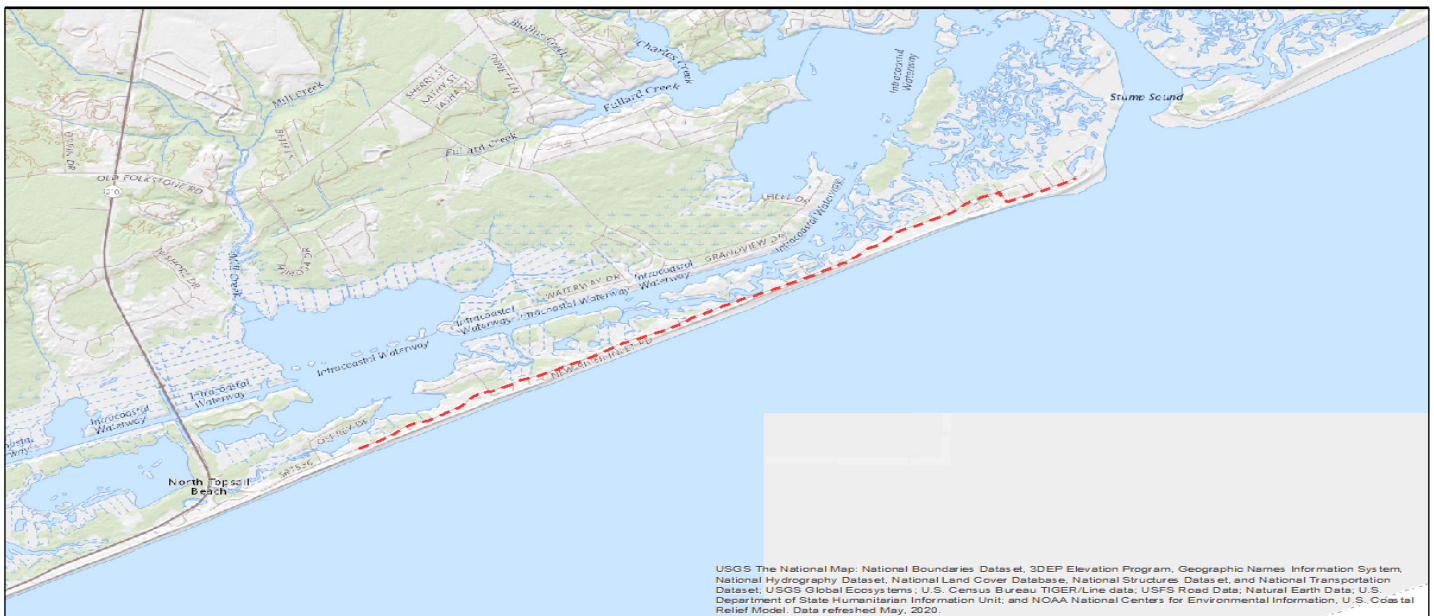
Construct Multi-use path with boardwalks where necessary.

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 30.31 Demand/Density (10%) 4.00 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	113	4.87
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	North Topsail Beach Bike Plan, 2016
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	North Topsail Beach
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.4
Number of Automatic POI:	2
Number of Manual POI:	7
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	2269
Employees Within Buffer Area:	327
Project Sponsor (Organization):	Town of North Topsail Beach
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$3,600,000
Total Project Cost (including PE/Design) - used for required match:	\$3,600,000
Total Project Cost (without PE/Design) - used for scoring:	\$3,600,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3,600,000
Source of Cost Estimation:	North Topsail Beach Bike Plan (adjusted for inflation)

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Extend existing Topsail Island Bike Path in North Topsail Beach to the northern end of the island. Improve pedestrian access and provide an additional attraction for seasonal tourists.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B192353

Mode: Bicycle & Pedestrian

Status: Submitted

Pine Knoll Shores Sidewalk Bundle

From/Cross Street:

Specific Improvement Type: 7 - Protected Linear Pedestrian Facility (Pedestrian)

To:

Project Category: Division Needs

Length: 2.767728

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,370,000

Description:

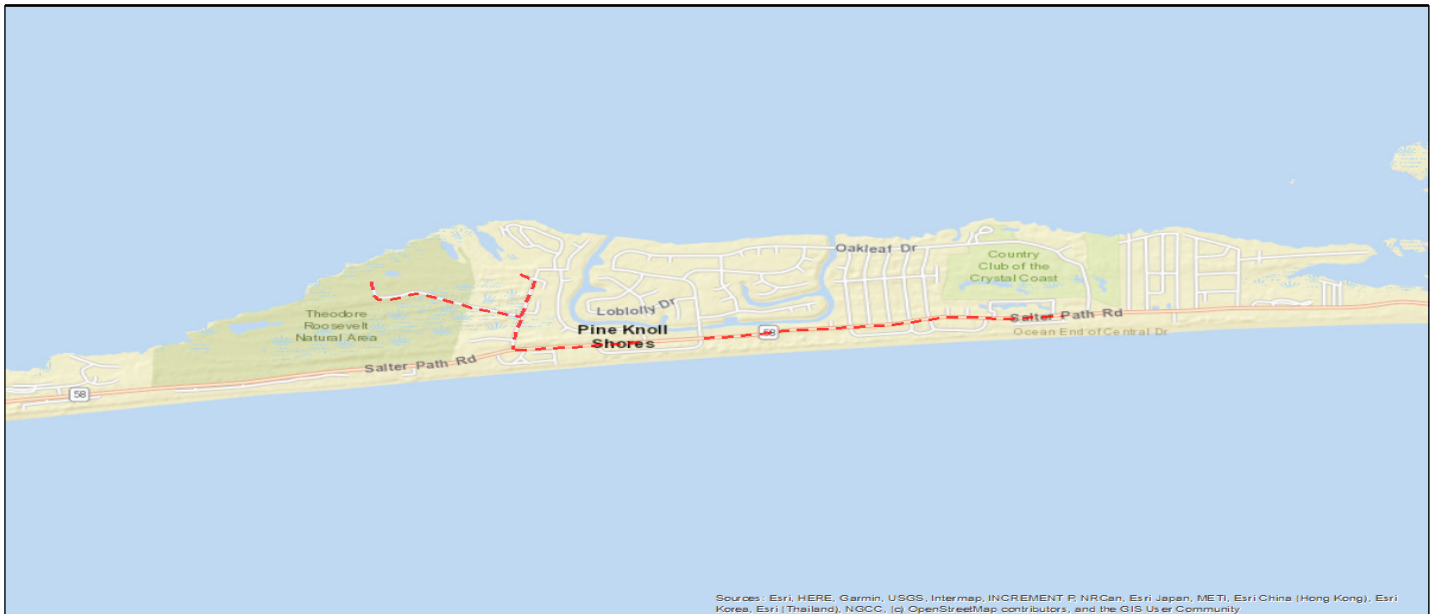
The proposed project would construct sidewalks where they do not currently exist in the following locations:
NC 58 (Salter Path Rd.) from Pine Knoll Blvd. to Pelican Dr. East
Pine Knoll Blvd. from NC 58 to Municipal Circle
Roosevelt Blvd. from Pine Knoll Blvd. to N.C. Aquarium

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 50.20 Demand/Density (10%) 5.36 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	1	36
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	138	5.85
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2018; Town of Pine Knoll Shores Pedestrian Master Plan, 2009
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Town of Pine Knoll Shores
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.39
Number of Automatic POI:	6
Number of Manual POI:	2
Number of Existing or Committed Connections:	5
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	480
Employees Within Buffer Area:	98
Project Sponsor (Organization):	Town of Pine Knoll Shores
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$470,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$230,000
Construction Cost:	\$2,140,000
Total Project Cost (including PE/Design) - used for required match:	\$2,840,000
Total Project Cost (without PE/Design) - used for scoring:	\$2,370,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,370,000
Source of Cost Estimation:	Bike/Ped Estimate Tool

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve pedestrian access within the town, particularly to key points such as N.C. Aquarium and PKS Town Hall.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193198

Mode: Bicycle & Pedestrian

Status: Submitted

NC 58 (Salter Path Road)

From/Cross Street: Beach Road

Specific Improvement Type: 7 - Protected Linear Pedestrian Facility (Pedestrian)

To: Sandpiper Lane

Project Category: Division Needs

Length: 1.44961147

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,285,000

Description:

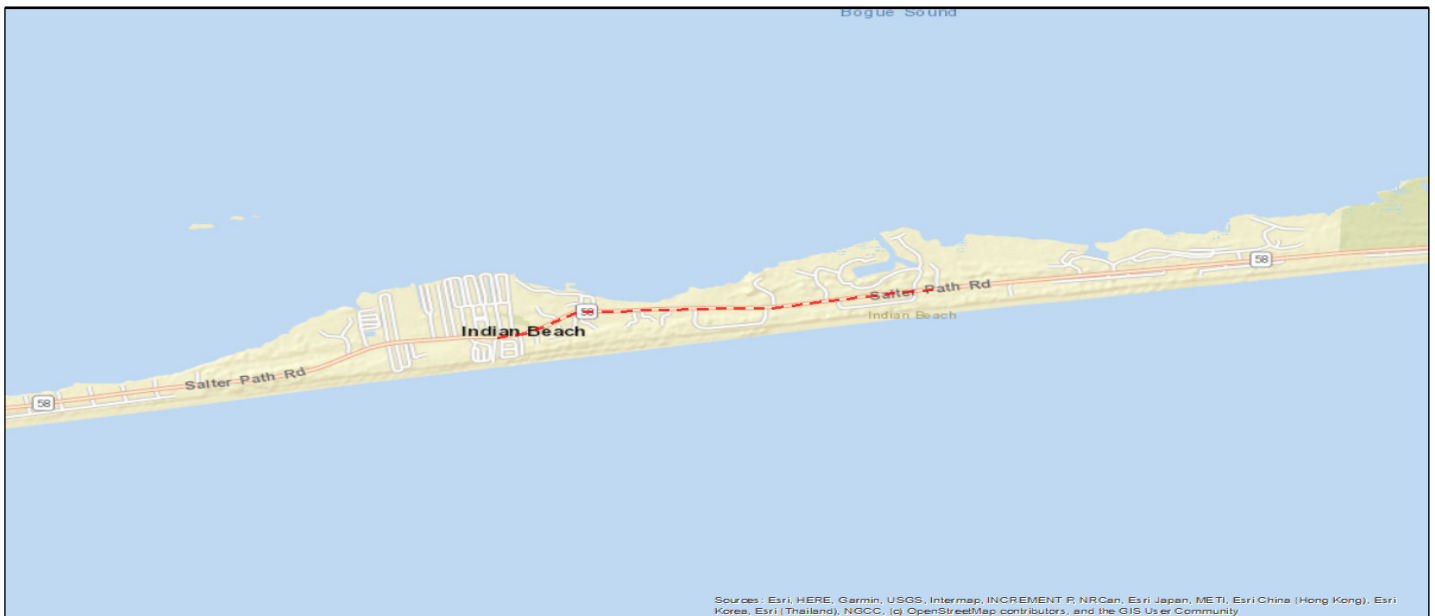
Extend the existing sidewalk along the north side of Salter Path Road (NC 58) from Beach Road to Sandpiper Lane in the Town of Indian Beach.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 63.44 Demand/Density (10%) 2.44 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	4	74
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	57	2.34
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Indian Beach Bicycle and Pedestrian Plan, 2015; Carteret County CTP, 2018
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Indian Beach
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	4
Average Crash Severity:	23
Safety Risk Score:	0.36
Number of Automatic POI:	8
Number of Manual POI:	12
Number of Existing or Committed Connections:	1
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	128
Employees Within Buffer Area:	30
Project Sponsor (Organization):	Town of Indian Beach
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$265,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$125,000
Construction Cost:	\$1,160,000
Total Project Cost (including PE/Design) - used for required match:	\$1,550,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,285,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,285,000
Source of Cost Estimation:	Bike/Ped Estimate Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve pedestrian access and safety. Improve pedestrian connections to neighboring communities.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193200

Mode: Bicycle & Pedestrian

Status: Submitted

NC 58 (W. Fort Macon Rd.)

From/Cross Street: Pelican Drive

Specific Improvement Type: 7 - Protected Linear Pedestrian Facility (Pedestrian)

To: Atlantic Beach Causeway

Project Category: Division Needs

Length: 0.65441814

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$940,000

Description:

Construct two segments of sidewalk along the north and south sides of W. Fort Macon Rd. (NC 58) respectively in the town of Atlantic Beach.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Demand/Density (10%) 20.37 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Safety (20%) 63.19 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	2	56
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	294	15.01
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2018
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Atlantic Beach
Right-of-Way % Acquired:	100
PE / Design % Completed:	50
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	2
Average Crash Severity:	76
Safety Risk Score:	0.39
Number of Automatic POI:	9
Number of Manual POI:	70
Number of Existing or Committed Connections:	4
Planned Connections?	No
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	654
Employees Within Buffer Area:	445
Project Sponsor (Organization):	Town of Atlantic Beach
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$185,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$75,000
Construction Cost:	\$865,000
Total Project Cost (including PE/Design) - used for required match:	\$1,125,000
Total Project Cost (without PE/Design) - used for scoring:	\$940,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$940,000
Source of Cost Estimation:	Bike Ped Estimate Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve pedestrian access and safety by expanding and connecting to the existing sidewalk network in Atlantic Beach. Sidewalks will also provide connectivity to Pine Knoll Shores and its sidewalk network.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193201

Mode: Bicycle & Pedestrian

Status: Submitted

Boathouse Creek Crossing

From/Cross Street:

Specific Improvement Type: 6 - Grade-Separated Pedestrian Facility (Pedestrian)

To:

Project Category: Division Needs

Length: 0.20194195

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$600,000

Description:

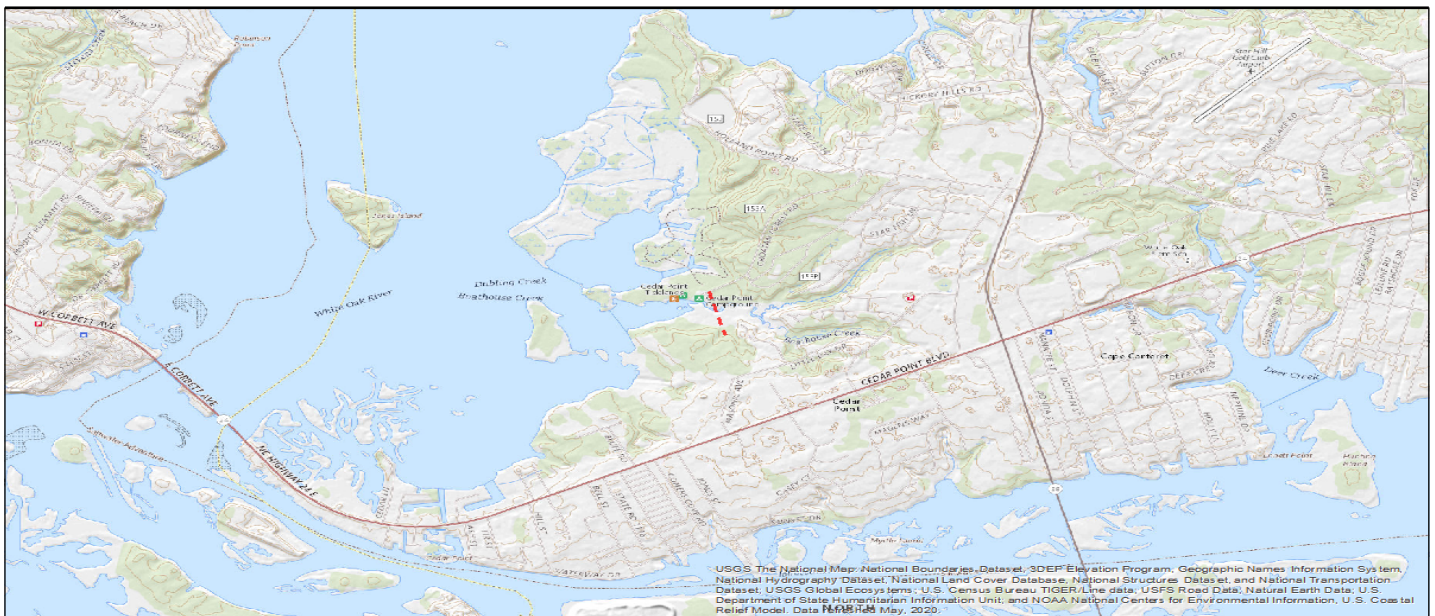
Construct footbridge of Boathouse Creek to connect Cedar Point Park to the Croatan National Forest.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 20.47 Demand/Density (10%) 12.09 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	261	12.87
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Cedar Point Park Master Plan, 2019
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Cedar Point
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	New Pedestrian Bridge
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.31
Number of Automatic POI:	4
Number of Manual POI:	10
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	257
Employees Within Buffer Area:	72
Project Sponsor (Organization):	Town of Cedar Point
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$600,000
Total Project Cost (including PE/Design) - used for required match:	\$600,000
Total Project Cost (without PE/Design) - used for scoring:	\$600,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$600,000
Source of Cost Estimation:	Town Estimate (amount requested in previous grant application)

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve access between the natural areas in the national forest and the town park for pedestrians.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193202

Mode: Bicycle & Pedestrian

Status: Submitted

Oriental Bike Lanes (White Farm Rd/Straight Rd/NC 55)

From/Cross Street: Dolphin Rd.

Specific Improvement Type: 3 - On-Road Designated Bicycle Facility (Bicycle)

To: Church St.

Project Category: Division Needs

Length:

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$4,515,000

Description:

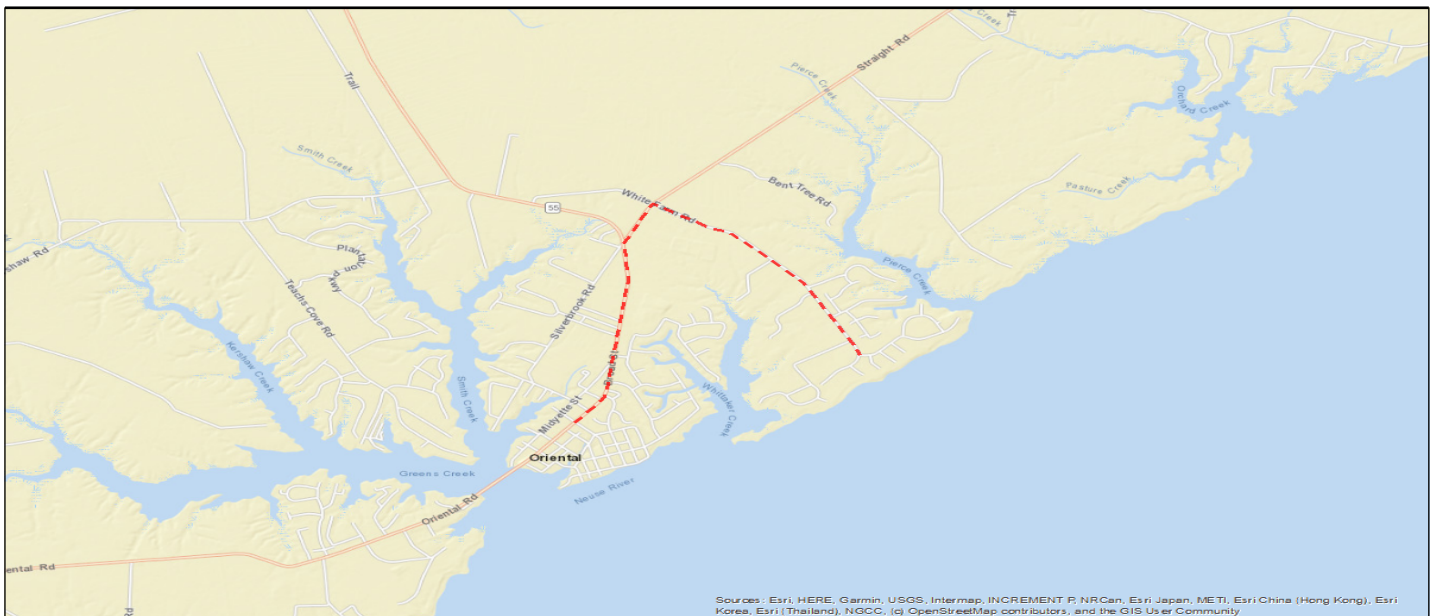
Construct bike lanes on either side of White Farm Rd (from Dolphin Rd. to Straight Rd.), Straight Rd. (Dolphin Rd. to NC 55), and NC 55 (Straight Rd. to Church St.)

Division(s):

County(s):

MPOS(s)/RPO(s):

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 0% Weighted Score: 0		

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)		
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)		
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data

Data:

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Pamlico County CTP, 2016
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Oriental
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Bicycle Lane
Bicycle and Pedestrian Crashes:	
Average Crash Severity:	
Safety Risk Score:	
Number of Automatic POI:	
Number of Manual POI:	45
Number of Existing or Committed Connections:	1
Planned Connections?	No
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	
Employees Within Buffer Area:	
Project Sponsor (Organization):	Town of Oriental
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$965,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$525,000
Construction Cost:	\$3,990,000
Total Project Cost (including PE/Design) - used for required match:	\$5,480,000
Total Project Cost (without PE/Design) - used for scoring:	\$4,515,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$4,515,000
Source of Cost Estimation:	Bike Ped Estimation Tool

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
	0%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: The project would allow for improved bicycle access between the Dolphin Point neighborhood of Oriental and the town's historic center. The neighborhood is separated by multiple creeks from the rest of the town. This project was requested especially to accommodate the older residents of Dolphin Point.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193203

Mode: Bicycle & Pedestrian

Status: Submitted

Live Oak St. MUP/Sidewalk Bundle - (Live Oak St.; Carroway Dr.)

From/Cross Street:

Specific Improvement Type: 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

To:

Project Category: Division Needs

Length: 1.04578532

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,592,500

Description:

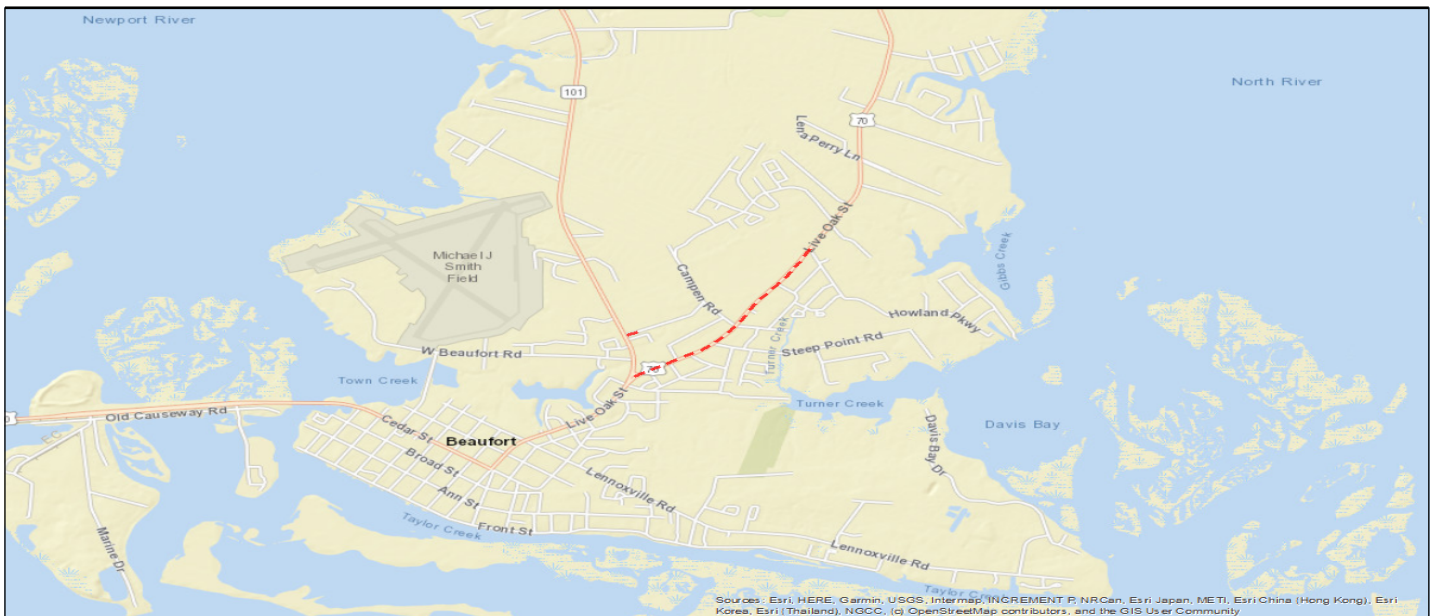
Construct multi-use path (MUP) in the Town of Beaufort at Live Oak Street from NC 101 to Pinners Point Rd. Construct 300 feet of sidewalk on Carroway St. from Beaufort Elementary School to NC 101 to extend the existing sidewalk.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 71.97 Demand/Density (10%) 15.98 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	4	74
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	290	14.81
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data

Data:

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Beaufort Bicycle and Pedestrian Plan, 2018; Carteret County CTP, 2018
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Beaufort
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	4
Average Crash Severity:	6
Safety Risk Score:	0.42
Number of Automatic POI:	48
Number of Manual POI:	48
Number of Existing or Committed Connections:	3
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	2967
Employees Within Buffer Area:	1204
Project Sponsor (Organization):	Town of Beaufort
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$462,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$92,500
Construction Cost:	\$2,500,000
Total Project Cost (including PE/Design) - used for required match:	\$3,054,500
Total Project Cost (without PE/Design) - used for scoring:	\$2,592,500
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,592,500
Source of Cost Estimation:	Bike/Ped Estimation Tool

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: The projects will improve bicycle and pedestrian access and safety in the Town of Beaufort and will connect to existing bike and pedestrian facilities in the town. Improving bike and pedestrian facilities is a key goal for the town government in Beaufort.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193205

Mode: Bicycle & Pedestrian

Status: Submitted

Lennoxville Road

From/Cross Street: Carteret St.

Specific Improvement Type: 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

To: Leonda Dr.

Project Category: Division Needs

Length: 0.5700325

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,511,100

Description:

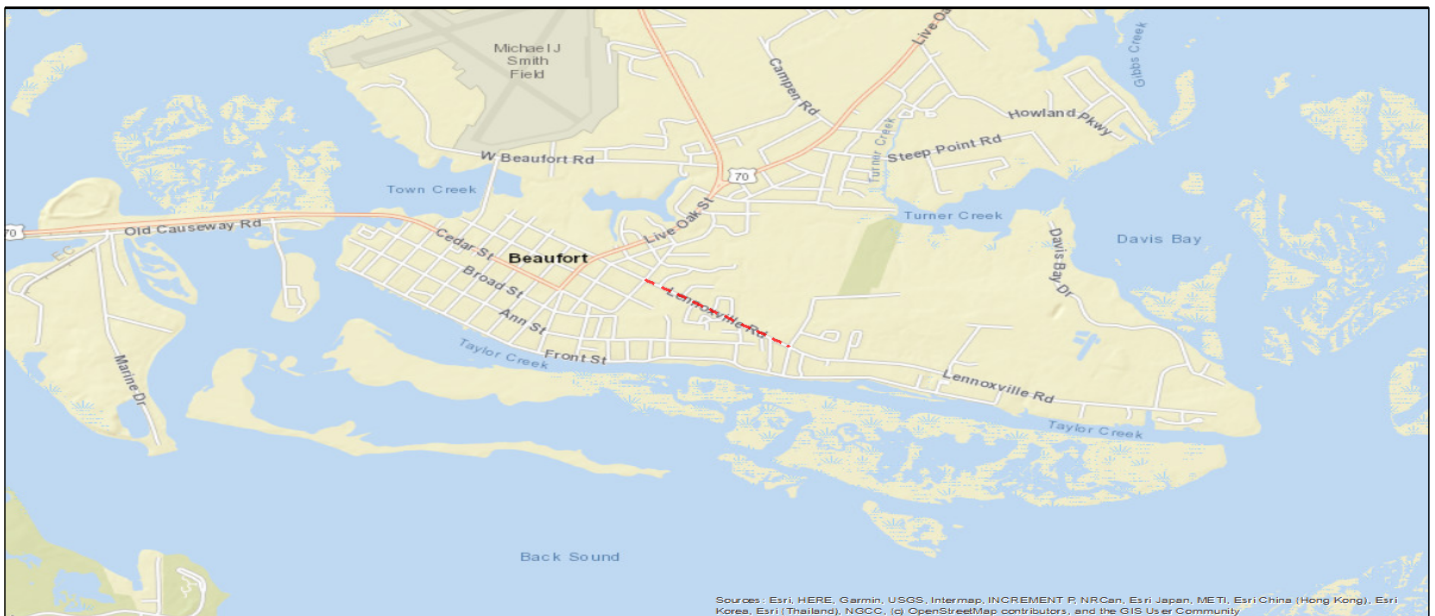
Construct a multi-use path along Lennoxville Road from Carteret St. to Leonda Dr. in the Town of Beaufort.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 63.97 Demand/Density (10%) 18.13 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	1	36
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	296	15.01
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Beaufort Bike and Pedestrian Plan, 2018; Carteret County CTP, 2018
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Beaufort
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.4
Number of Automatic POI:	42
Number of Manual POI:	52
Number of Existing or Committed Connections:	0
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	2594
Employees Within Buffer Area:	1436
Project Sponsor (Organization):	Town of Beaufort
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$253,200
Right-of-Way Cost:	\$0
Utilities Cost:	\$52,500
Construction Cost:	\$1,458,600
Total Project Cost (including PE/Design) - used for required match:	\$1,764,300
Total Project Cost (without PE/Design) - used for scoring:	\$1,511,100
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,511,100
Source of Cost Estimation:	Bike/Ped Estimation Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: The project would improve access and safety for cyclists and pedestrians. Improving bike/ped facilities is a major priority for the Town of Beaufort.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193206

Mode: Bicycle & Pedestrian

Status: Submitted

Swinson/West Carteret Loop

From/Cross Street: Country Club Rd.

Specific Improvement Type: 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

To: Bridges St. Extension

Project Category: Division Needs

Length: 0.75056426

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,945,000

Description:

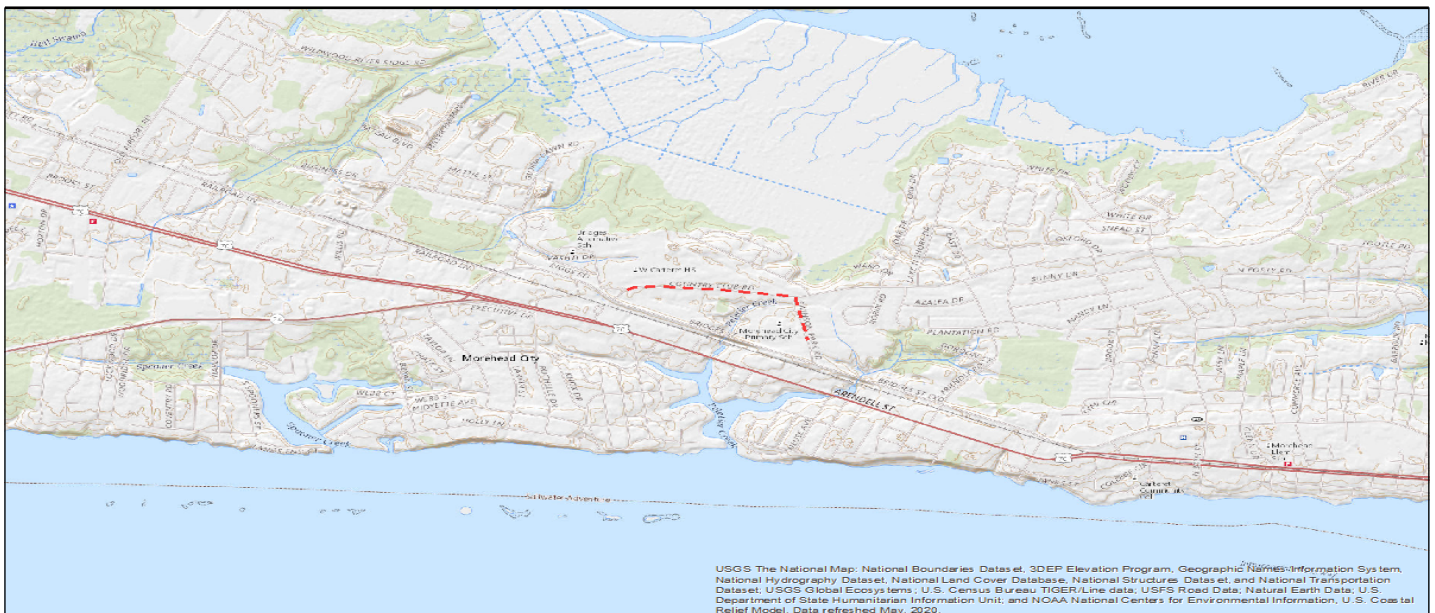
Extend existing multi-use path to create a loop around West Carteret High School and Swinson Park in Morehead City.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 39.92 Demand/Density (10%) 38.40 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	632	29.24
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Morehead City Bike Plan, 2007; Morehead City Pedestrian Plan, 2011
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Morehead City
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.46
Number of Automatic POI:	41
Number of Manual POI:	142
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	5812
Employees Within Buffer Area:	4344
Project Sponsor (Organization):	Town of Morehead City
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$380,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$70,000
Construction Cost:	\$1,875,000
Total Project Cost (including PE/Design) - used for required match:	\$2,325,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,945,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,945,000
Source of Cost Estimation:	Bike/Ped Estimation Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: The project will improve access and safety for cyclists and pedestrians. It will allow for easier travel by bike or foot to West Carteret High and Swinson Park.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193209

Mode: Bicycle & Pedestrian

Status: Submitted

Carteret Community College Loop

From/Cross Street:

Specific Improvement Type: 7 - Protected Linear Pedestrian Facility (Pedestrian)

To:

Project Category: Division Needs

Length: 0.97914935

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,060,000

Description:

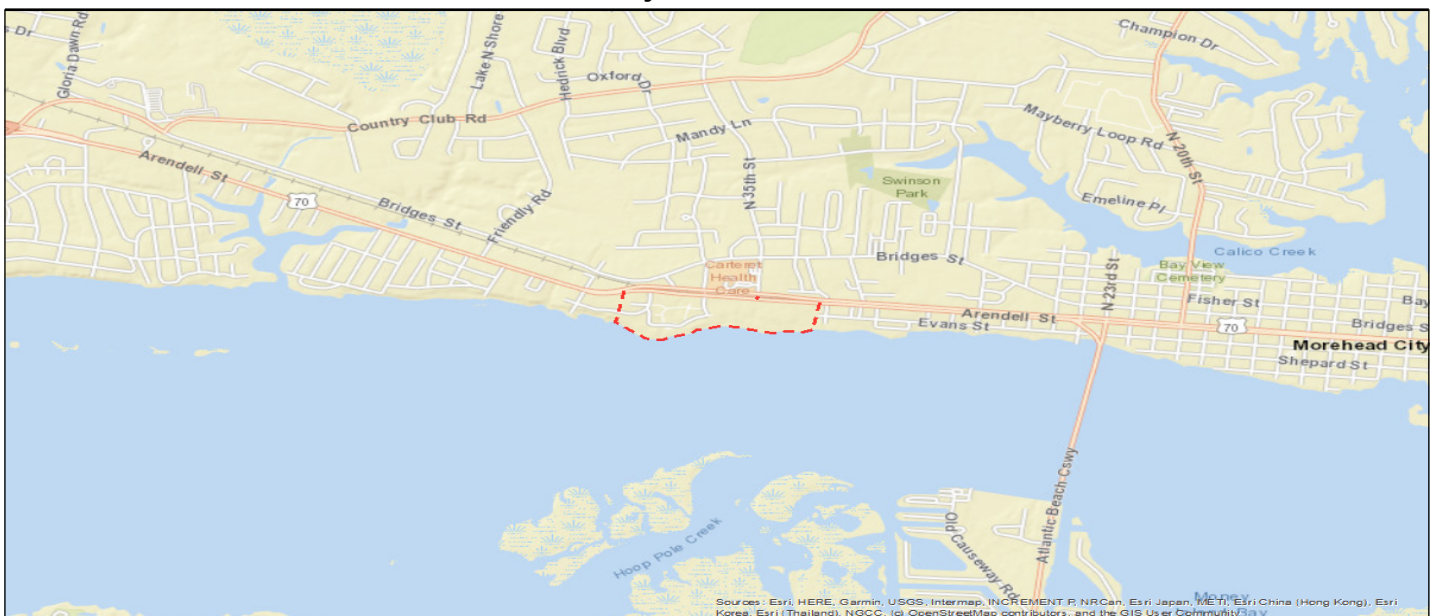
Create a sidewalk loop around Carteret Community College in Morehead City. Sidewalk will be parallel to the shoreline and will connect to US 70 (Arendell St.) on both sides of campus. Create a pedestrian crossing of Arendell St. at 35th St.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 59.50 Demand/Density (10%) 64.91 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	4	74
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	1,033	46.39
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Morehead City Pedestrian Plan, 2011; Carteret County CTP, 2018
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Morehead City
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	4
Average Crash Severity:	4
Safety Risk Score:	0.4
Number of Automatic POI:	20
Number of Manual POI:	75
Number of Existing or Committed Connections:	6
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	1732
Employees Within Buffer Area:	2771
Project Sponsor (Organization):	Town of Morehead City
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$495,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$65,000
Construction Cost:	\$995,000
Total Project Cost (including PE/Design) - used for required match:	\$1,555,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,060,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,060,000
Source of Cost Estimation:	Bike/Ped Estimation Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve pedestrian access and safety on the CCC campus. Connect to existing pedestrian infrastructure in Morehead City and improve connections to Carteret Health Care.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193210

Mode: Bicycle & Pedestrian

Status: Submitted

Rotary Park Path

From/Cross Street: Oglesby Rd.

Specific Improvement Type: 7 - Protected Linear Pedestrian Facility (Pedestrian)

To: Mayberry Loop Rd.

Project Category: Division Needs

Length: 0.90510834

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,180,000

Description:

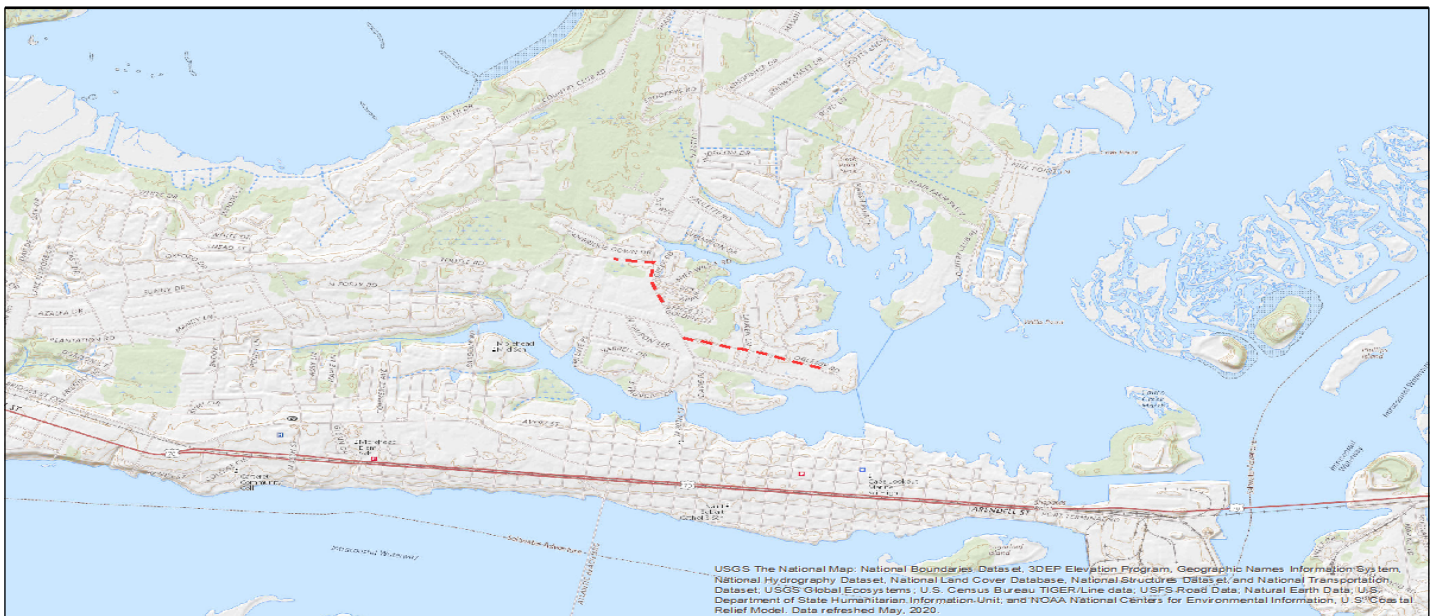
Construct sidewalk along Oglesby Rd, 20th St, and Mayberry Loop Rd. to Rotary Park entrance.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Cost Effectiveness (5%) In Progress Safety (20%) 38.15 Demand/Density (10%) 37.14 Accessibility/Connectivity (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	1	36
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	1,244	54.78
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Morehead City Pedestrian Plan (updated 2019); Carteret County CTP, 2018
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Morehead City
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	0
Safety Risk Score:	0.4
Number of Automatic POI:	11
Number of Manual POI:	11
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	2260
Employees Within Buffer Area:	258
Project Sponsor (Organization):	Town of Morehead City
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$255,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$85,000
Construction Cost:	\$1,095,000
Total Project Cost (including PE/Design) - used for required match:	\$1,435,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,180,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,180,000
Source of Cost Estimation:	Bike/Ped Estimation Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: To improve pedestrian access and safety in the northern portion of Morehead City. The sidewalk will allow for better access to Rotary park and some local businesses.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: B193212

Mode: Bicycle & Pedestrian

Status: Submitted

Morehead City Sidewalk Bundle

From/Cross Street:

Specific Improvement Type: 7 - Protected Linear Pedestrian Facility (Pedestrian)

To:

Project Category: Division Needs

Length: 2.61845326

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,045,000

Description:

Install sidewalks in the following Morehead City locations:

US 70 (Arendell Street) between 35th St. and 25th St.

Barbour Rd. from Morehead Middle School where the sidewalk currently terminates north to the city limits.

SR 1738 (Bridges Street Extension) from SR 1177 (Country Club Road) to US 70 (Arendell Street).

Tootle Road from the intersection with Country Club Road to the intersection with Mayberry Loop Road.

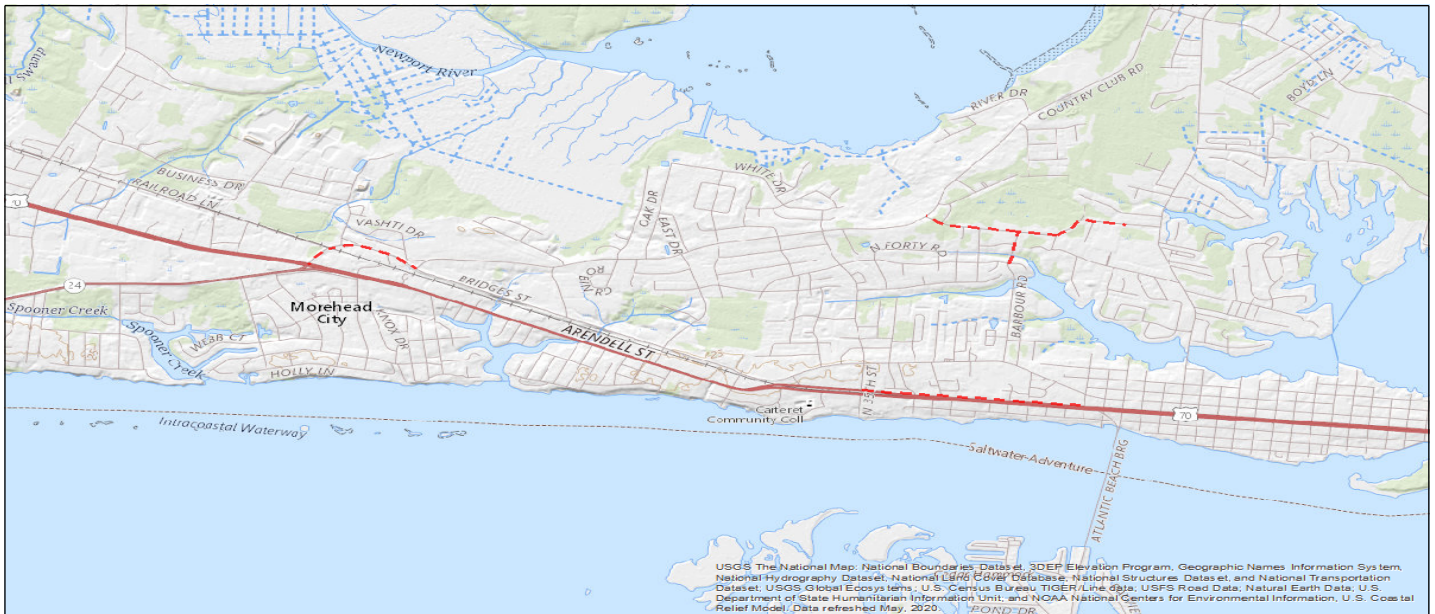
Barbour Road from the intersection with Tootle Road, going south and connecting to the existing sidewalk.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 62.42 Demand/Density (10%) 54.58 Accessibility/Connectivity (15%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	5	79
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	1,119	49.32
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data

Data:

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Morehead City Pedestrian Plan, 2011; Carteret County CTP, 2018
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Morehead City
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	5
Average Crash Severity:	5
Safety Risk Score:	0.4
Number of Automatic POI:	45
Number of Manual POI:	140
Number of Existing or Committed Connections:	3
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	5334
Employees Within Buffer Area:	3489
Project Sponsor (Organization):	Town of Morehead City
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$590,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$195,000
Construction Cost:	\$2,850,000
Total Project Cost (including PE/Design) - used for required match:	\$3,635,000
Total Project Cost (without PE/Design) - used for scoring:	\$3,045,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3,045,000
Source of Cost Estimation:	Bike/Ped Estimation Tool

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: To improve access and safety for pedestrians by extending and connecting disparate parts of Morehead City's existing sidewalk network.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: F130006

Mode: Ferry

Status: Submitted

Cherry Branch - Minnesott

Location: Cherry Branch-Minnesott Beach ferry route. **Specific Improvement Type:** 3 - Replacement Vessel - River Class Ferry

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$16,403,231

Description:

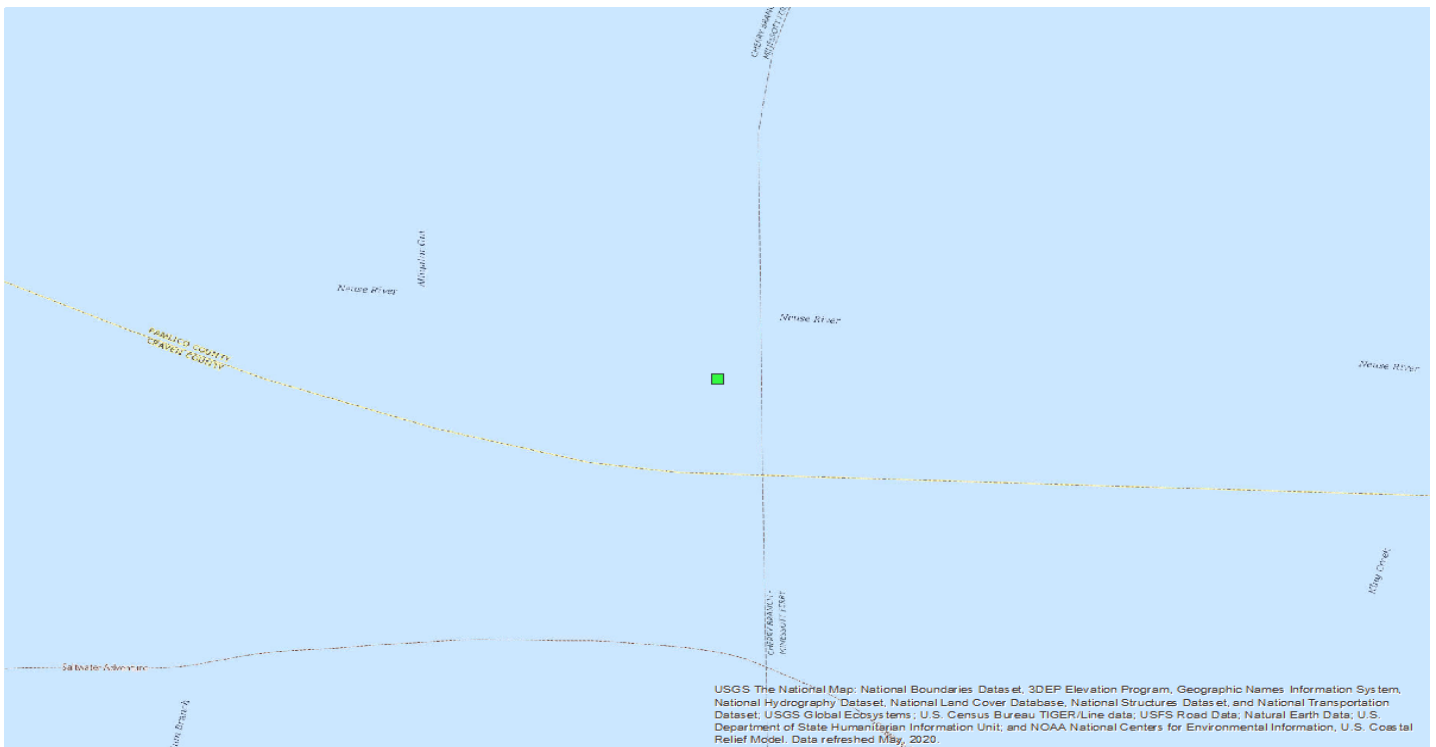
Replacement Vessel - River Class Ferry (for M/V Governor Daniel Russell)

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Statewide Mobility Total Score

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
N/A		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Asset Conditon	Asset Condition (100%)	0	0
Benefit	Benefit (100%)	0	0
Accessibility/Connectivity	Accessibility/Connectivity (100%)	0	0
Asset Efficiency	Asset Efficiency (100%)	0	0
Capacity/Congestion	Capacity/Congestion (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$16,403,231
Total Project Cost:	\$16,403,231
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$16,403,231
Source of Cost Estimation:	NC Ferry Division

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

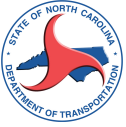
MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility for ferry route. Additional capacity for passengers and automobiles.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: F192296

Mode: Ferry

Status: Submitted

Cherry Branch - Minnesott

Location: Cherry Branch Ferry Terminal near Havelock.

Specific Improvement Type: 11 - Other shipyard infrastructure

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,000,000

Description:

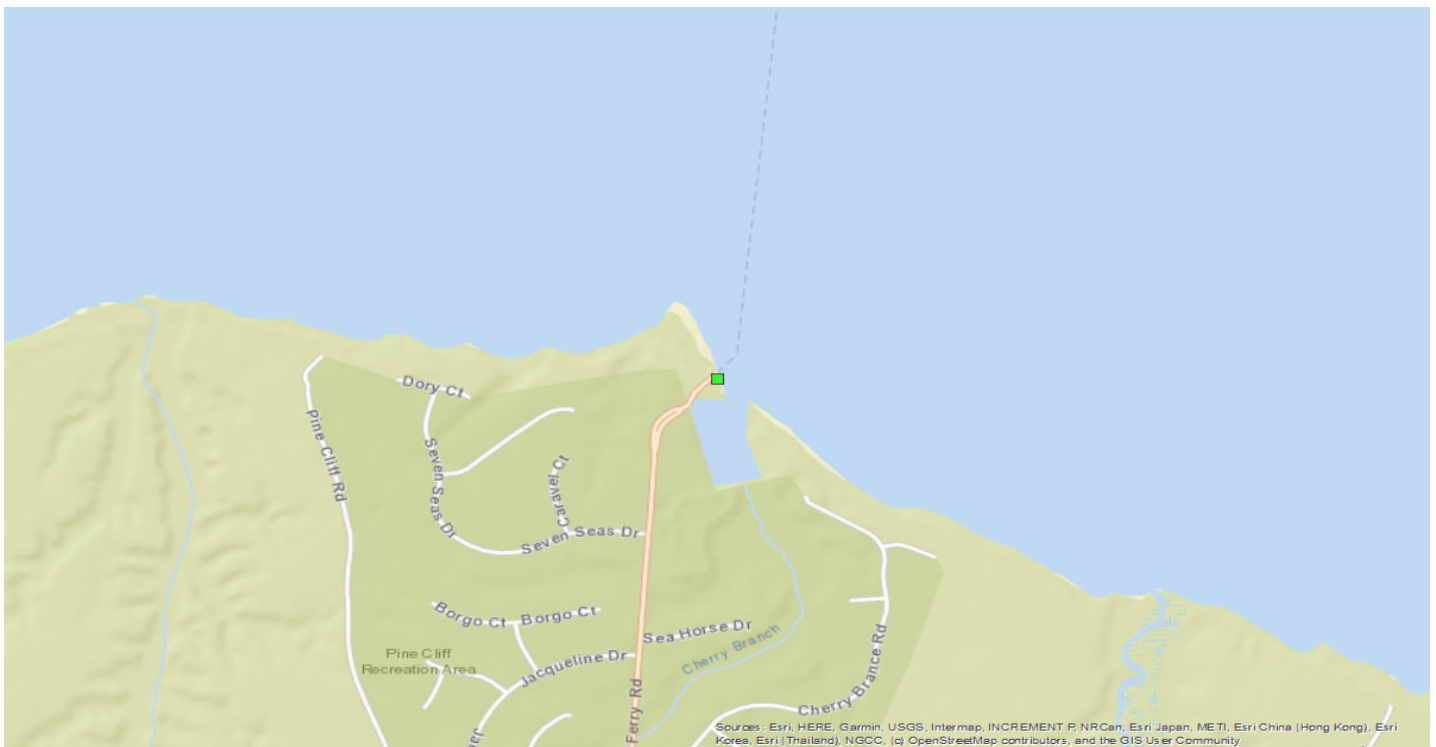
The project will replace the decrepit seawall at the Cherry Branch ferry terminal.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Statewide Mobility Total Score

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
N/A		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Asset Conditon	Asset Condition (100%)	0	0
Benefit	Benefit (100%)	0	0
Accessibility/Connectivity	Accessibility/Connectivity (100%)	0	0
Asset Efficiency	Asset Efficiency (100%)	0	0
Capacity/Congestion	Capacity/Congestion (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Ferry Capital Plan
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$1,000,000
Total Project Cost:	\$1,000,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,000,000
Source of Cost Estimation:	N.C. Ferry Division

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Improve safety at the ferry terminal.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H090081-BA

Mode: Highway

Status: Submitted

US-17 (New Route - New Bern Bypass)

From/Cross Street: US 70

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: SR 1400 (River Road)

Project Category: Statewide Mobility

Length: 6.53

TIP#: R-2301BA

Fully Funded in Draft STIP? No

Cost to NCDOT: \$154,194,000

Description:

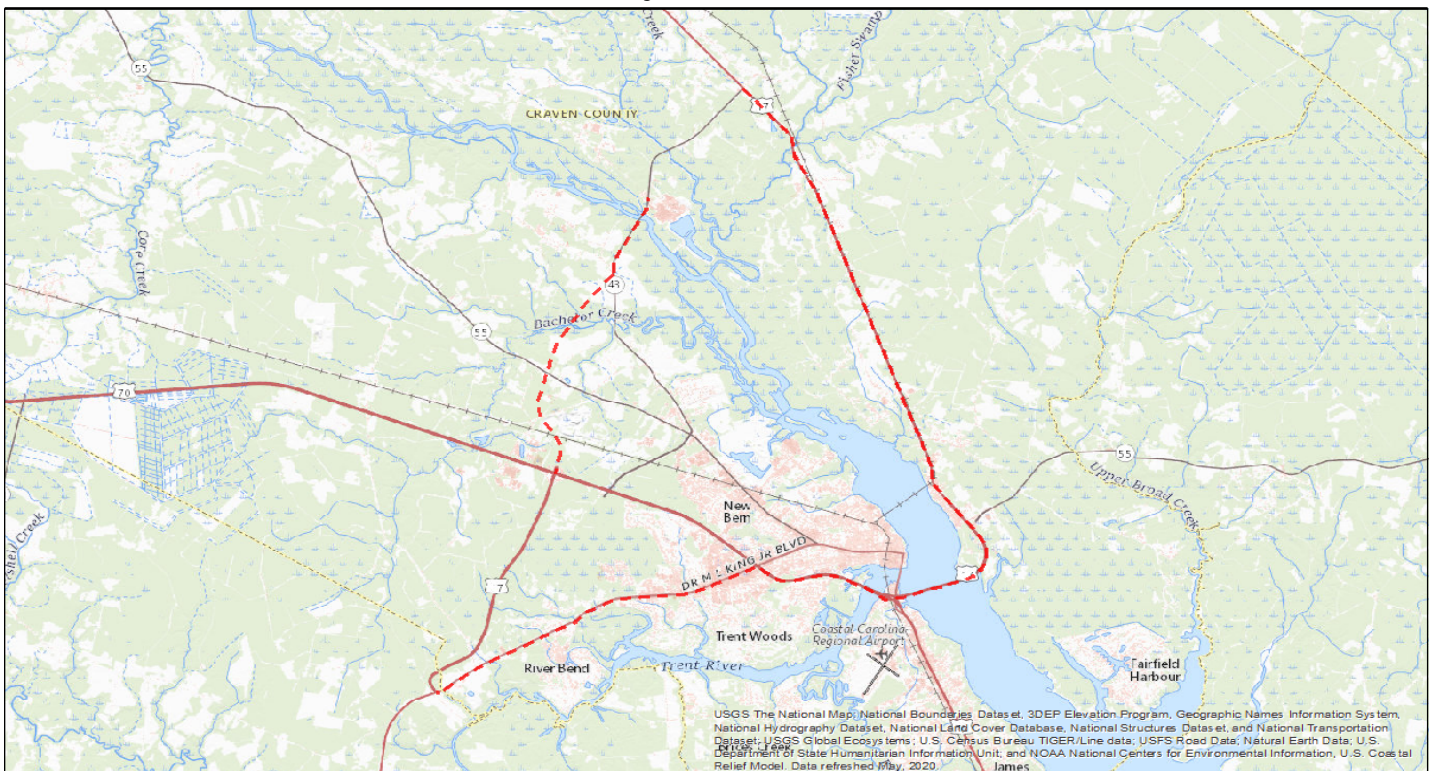
Construct Multi-lanes on New Location. Potential toll road consideration. Projects to cover construction, operation and maintenance costs.

Division(s): Division 2

County(s): Craven

MPOS(s)/RPO(s): New Bern Area MPO, Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	53.81	N/A	N/A
Safety (10%)	0.74		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	64.24		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	0.74	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	49.29		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	64.24		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	0.74	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	44.77		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	64.24		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.46	44.77
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.74	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	208	68.69
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,215.05	71.68
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	3	98.97
Shoulder Width	Paved Shoulder Width Difference (100%)	2	43.2
Pavement Condition	Pavement Condition Rating (100%)	26	73.57

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	53
Length (miles):	22.61
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	9
Paved Shoulder Width (ft):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	17,816.03
Volume (PADT):	18,927.57
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	41,114.36
Volume (PADT)/Capacity Ratio:	0.46
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	1,215.05
Total Crashes:	969
Crash Density (seg):	0.74
Crash Severity (seg):	7.16
Critical Crash Rate (seg):	0.42
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	74

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	6.53
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	NBAMPO MTP and CC CTP
Submitted by:	New Bern Area MPO
Original Submitter:	Down East RPO and NBAMPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
New Bern Area MPO	51%	0	0
Down East RPO	49%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$152,242,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,697,000	Cost Estimation Tool
Utilities Cost:	\$255,000	Cost Estimation Tool
Total Project Cost:	\$154,194,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$154,194,000	

Project Purpose and Identified Needs

Primary Purpose: Provide connection from Highway 70 to NC 43 and US 17.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H090103-B

Mode: Highway

Status: Submitted

US-17

From/Cross Street: SR 1438 (Spruill Town Road)

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1637 (Mill Pond Road)

Project Category: Statewide Mobility

Length: 3.24

TIP#: R-2513B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$28,564,000

Description:

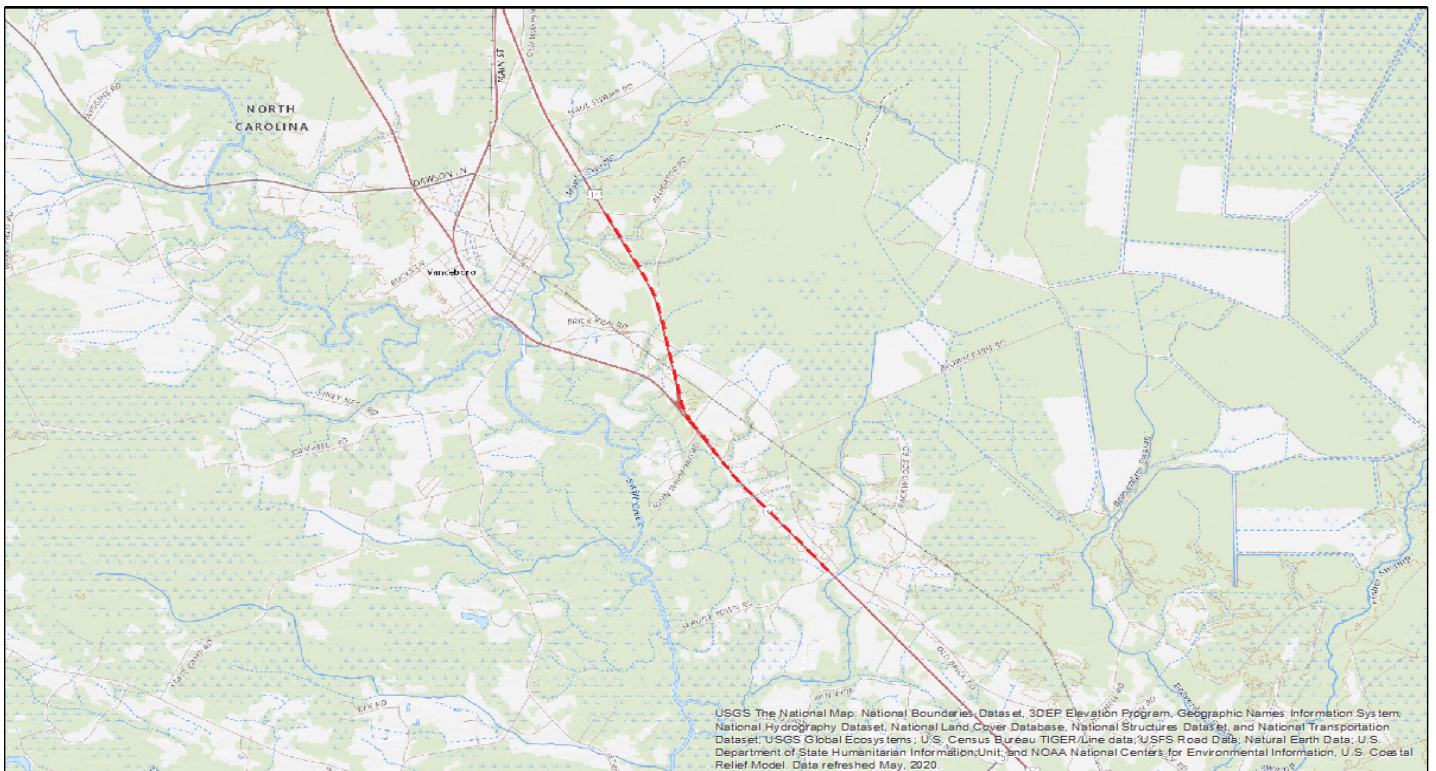
Widen to Multi-Lanes.

Division(s): Division 2

County(s): Craven

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	49.80	N/A	N/A
Safety (10%)	35.19		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	77.58		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion REG (20%)	53.88	Percent: 15% Points:	Percent: 15% Points:
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	77.58		
Safety (10%)	35.19		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	35.19	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	57.97		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	77.58		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	3.24
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	8,050.01
Volume (PADT):	9,043.25
Peak ADT (PADT) Factor:	1.12
Capacity (vpd):	15,500
Volume (PADT)/Capacity Ratio:	0.58
% Autos:	88%
% Trucks:	12%
Truck Volume (AADTT):	988.54
Total Crashes:	63
Crash Density (seg):	1.29
Crash Severity (seg):	3.73
Critical Crash Rate (seg):	0.57
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	86

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	3.24
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 2
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$24,545,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,495,000	Cost Estimation Tool
Utilities Cost:	\$524,000	Cost Estimation Tool
Total Project Cost:	\$28,564,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$28,564,000	

Project Purpose and Identified Needs

Primary Purpose: Capacity/Congestion. To relieve congestion and improve safety by adding capacity and a divided median.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H090103-C

Mode: Highway

Status: Submitted

US-17

From/Cross Street: SR 1637 (Mill Pond Road)

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1646 (Mile Road)

Project Category: Statewide Mobility

Length: 2.17

TIP#: R-2513C

Fully Funded in Draft STIP? No

Cost to NCDOT: \$19,303,000

Description:

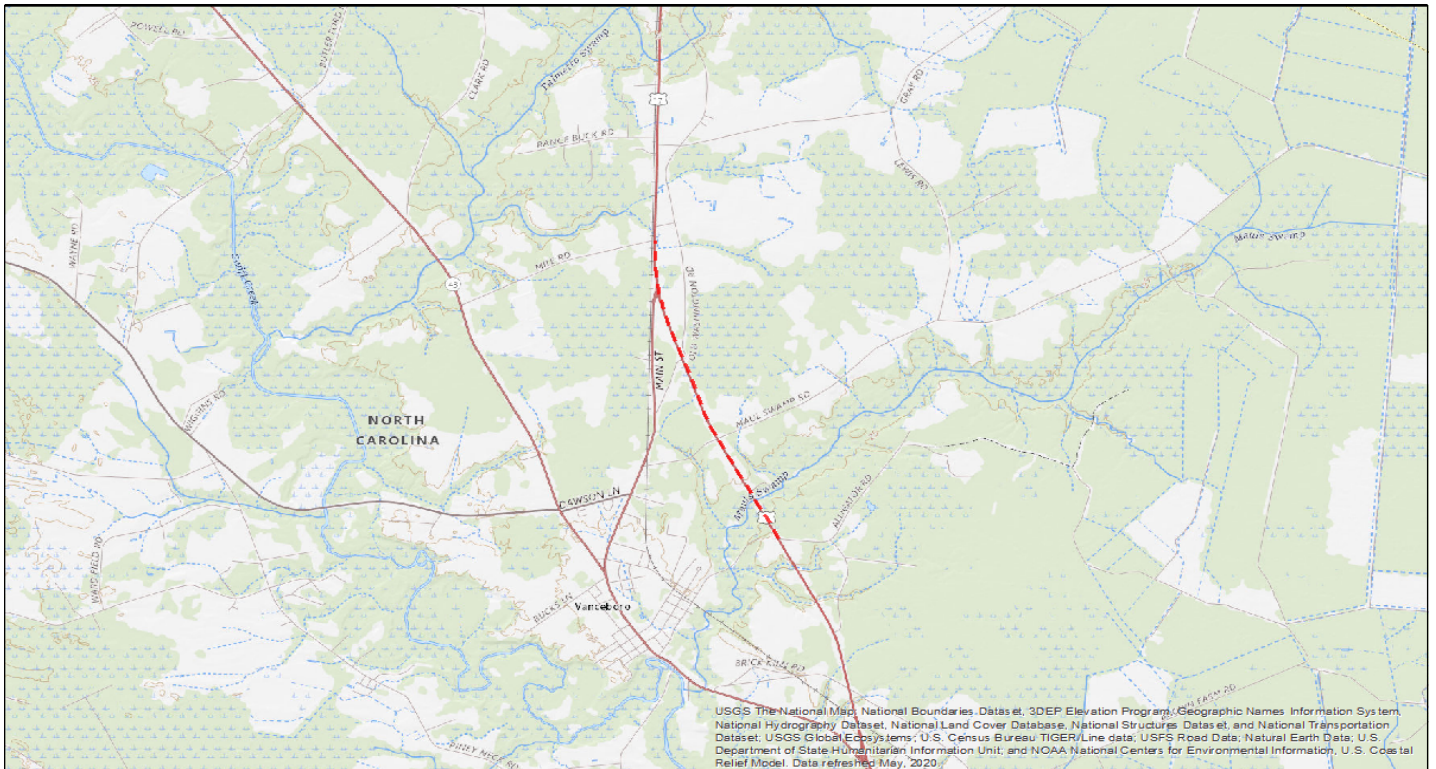
Widen to Multi-Lanes.

Division(s): Division 2

County(s): Craven

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	33.31	N/A	N/A
Safety (10%)	35.59		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	74.79		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	35.59	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	36.05		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	74.79		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	35.59	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	38.79		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	74.79		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	2.17
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5,591.44
Volume (PADT):	6,545.72
Peak ADT (PADT) Factor:	1.17
Capacity (vpd):	15,500
Volume (PADT)/Capacity Ratio:	0.42
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	779.45
Total Crashes:	57
Crash Density (seg):	1.27
Crash Severity (seg):	4.97
Critical Crash Rate (seg):	0.68
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	92

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	2.17
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 2
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$16,439,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,490,000	Cost Estimation Tool
Utilities Cost:	\$374,000	Cost Estimation Tool
Total Project Cost:	\$19,303,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$19,303,000	

Project Purpose and Identified Needs

Primary Purpose: Capacity/Congestion. To reduce congestion and improve safety by adding capacity and a divided median. Also reduces travel time.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H090103-D

Mode: Highway

Status: Submitted

US-17

From/Cross Street: SR 1646 (Mile Road) in Craven County

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1130 (C.C. Road) in Beaufort County

Project Category: Statewide Mobility

Length: 3.95

TIP#: R-2513D

Fully Funded in Draft STIP? No

Cost to NCDOT: \$39,570,000

Description:

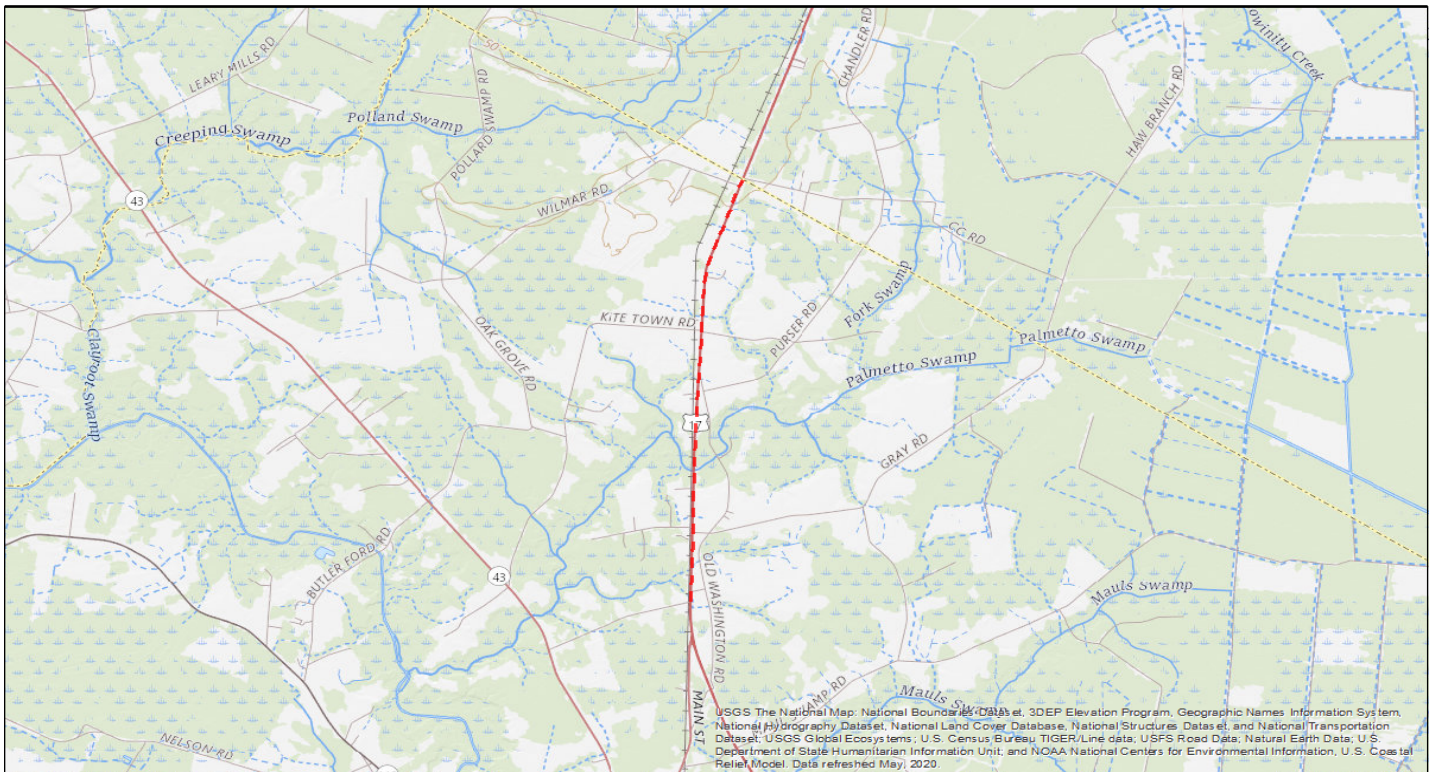
Widen to Multi-Lanes.

Division(s): Division 2

County(s): Craven

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	33.11	N/A	N/A
Safety (10%)	35.79		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	71.68		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	35.79	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	35.95		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	71.68		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	35.79	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	38.79		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	71.68		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	3.95
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	5,806.38
Volume (PADT):	6,469.68
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	15,500
Volume (PADT)/Capacity Ratio:	0.42
% Autos:	87%
% Trucks:	13%
Truck Volume (AADTT):	729.28
Total Crashes:	56
Crash Density (seg):	0.99
Crash Severity (seg):	5.53
Critical Crash Rate (seg):	0.47
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	80

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	3.95
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 2
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$29,924,000	Cost Estimation Tool
Right-of-Way Cost:	\$8,388,000	Cost Estimation Tool
Utilities Cost:	\$1,258,000	Cost Estimation Tool
Total Project Cost:	\$39,570,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$39,570,000	

Project Purpose and Identified Needs

Primary Purpose: Capacity/Congestion. To reduce congestion and improve safety by adding capacity and a divided median. Also reduces travel time.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H090128-CA

Mode: Highway

Status: Submitted

I-42, US-70

From/Cross Street: US 70 East of NC 58

Specific Improvement Type: 3 - Upgrade Expressway to Freeway

To: East of SR 1002 (Wyse Fork Road)

Project Category: Statewide Mobility

Length: 2.88

TIP#: R-2553D

Fully Funded in Draft STIP? No

Cost to NCDOT: \$39,388,000

Description:

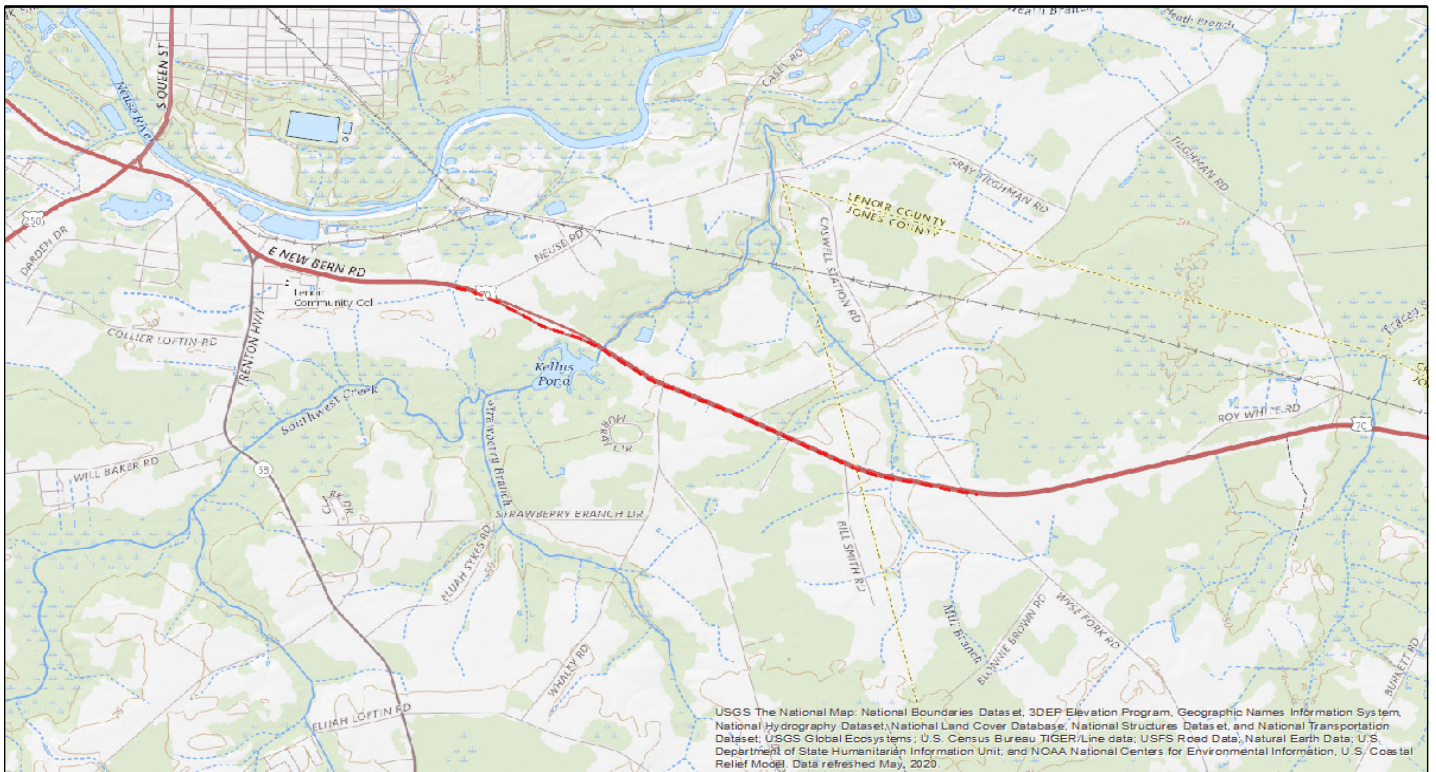
Upgrade Roadway to Freeway.

Division(s): Division 2

County(s): Lenoir, Jones

MPOS(s)/RPO(s): Eastern Carolina RPO, Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	33.54	N/A	N/A
Safety (10%)	33.63		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	87.79		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Benefit-Cost SW & REG (20%)	In Progress	Percent: 15% Points:	Percent: 15% Points:
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	87.79		
Safety (10%)	33.63		
Congestion REG (20%)	24.28		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	33.63	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	15.03		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	87.79		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	70
Length (miles):	2.88
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	14,180.88
Volume (PADT):	16,135.45
Peak ADT (PADT) Factor:	1.14
Capacity (vpd):	72,309.46
Volume (PADT)/Capacity Ratio:	0.22
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	2,039.21
Total Crashes:	97
Crash Density (seg):	0.66
Crash Severity (seg):	6.82
Critical Crash Rate (seg):	0.48
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	109
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	66

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	2.88
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Kinston CTP 2007
Submitted by:	Division 2
Original Submitter:	Eastern Carolina RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Eastern Carolina RPO	78%	0	0
Down East RPO	22%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$39,388,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$39,388,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$39,388,000	

Project Purpose and Identified Needs

Primary Purpose: Capacity/Congestion. To reduce congestion and improve safety by adding capacity and a divided median. Also reduces travel time.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



Status: Submitted

I-42, US-70

TIP#: R-2553E

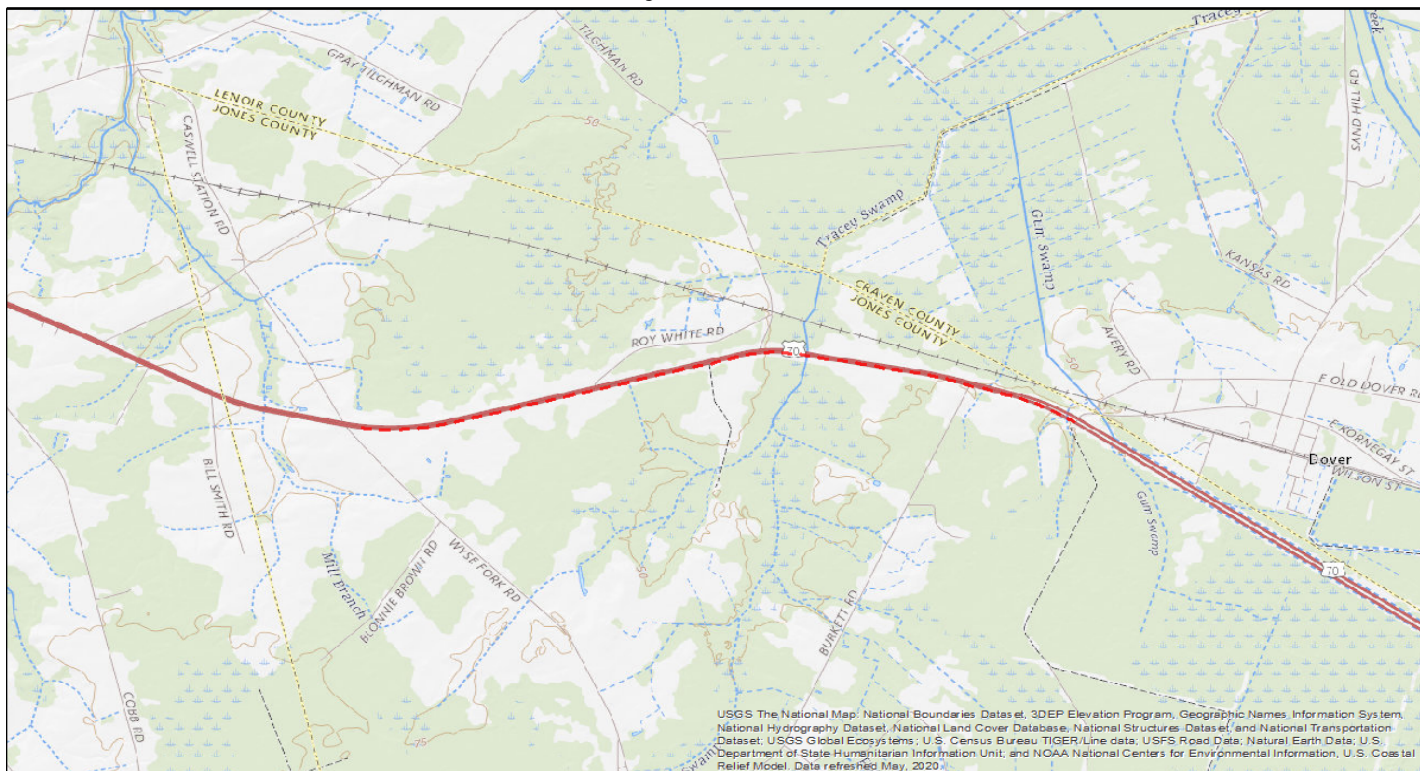
Cost to NCDOT: \$42,973,000

Upgrade Roadway to Freeway.

County(s): Jones

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	30.80	N/A	N/A
Safety (10%)	33.00		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	87.04		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion REG (20%)	21.88	Percent: 15% Points:	Percent: 15% Points:
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	87.04		
Safety (10%)	33.00		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	33.00	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	12.96		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	87.04		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	70
Length (miles):	3.28
Facility Type:	Freeway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	12,500
Volume (PADT):	14,500
Peak ADT (PADT) Factor:	1.16
Capacity (vpd):	71,700
Volume (PADT)/Capacity Ratio:	0.2
% Autos:	85%
% Trucks:	15%
Truck Volume (AADTT):	1,818.75
Total Crashes:	90
Crash Density (seg):	1.08
Crash Severity (seg):	6.84
Critical Crash Rate (seg):	0.8
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	133
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	87

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	3.28
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Kinston CTP 2007
Submitted by:	Division 2
Original Submitter:	Eastern Carolina RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$42,973,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$42,973,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$42,973,000	

Project Purpose and Identified Needs

Primary Purpose: Capacity/Congestion. To reduce congestion and improve safety by adding capacity and a divided median. Also reduces travel time.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Modernization

SPOT ID: H090300-A

Mode: Highway

Status: Submitted

US-70, NC-12

From/Cross Street: SR 1429 (Olga Road)

Specific Improvement Type: 16 - Modernize Roadway

To: SR 1350 (Whitehurst Road)

Project Category: Regional Impact

Length: 8.85

TIP#: R-4746

Fully Funded in Draft STIP? No

Cost to NCDOT: \$11,735,000

Description:

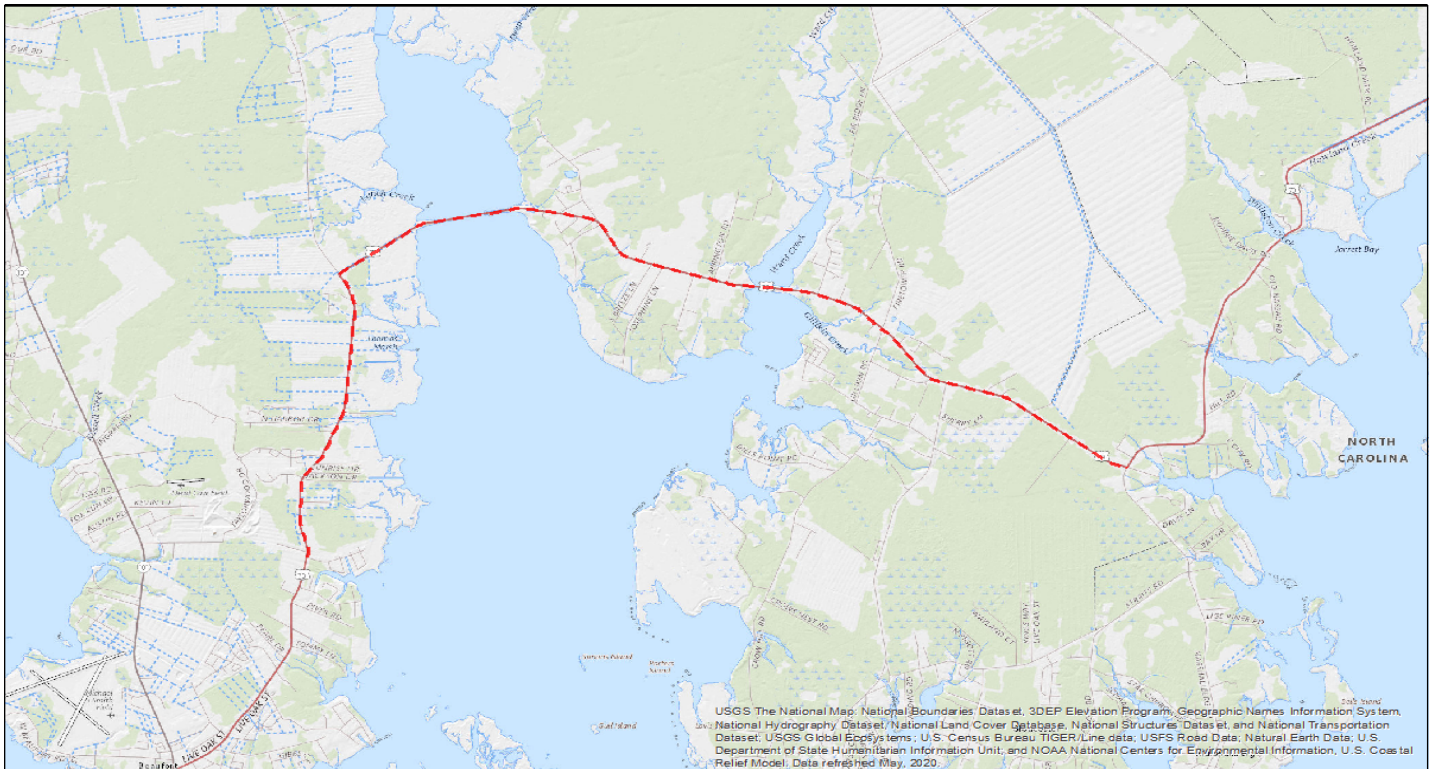
Upgrade Existing Roadway.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (25%) 36.89 Pavement (10%) 0.00 Lane Width (10%) 0.00 [Paved] Shoulder Width (10%) 94.80 Congestion REG (5%) 55.62 Freight (10%) 40.12 Totals: Weight: 70% Weighted Score: 25.49	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 36.89 Pavement (10%) 0.00 Lane Width (5%) 0.00 [Paved] Shoulder Width (10%) 94.80 Freight (5%) 40.12 Totals: Weight: 50% Weighted Score: 18.86	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	53
Length (miles):	8.85
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	8,971.49
Volume (PADT):	9,338.55
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	15,530.91
Volume (PADT)/Capacity Ratio:	0.6
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	476.39
Total Crashes:	272
Crash Density (seg):	1.93
Crash Severity (seg):	5.38
Critical Crash Rate (seg):	0.73
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	8.85
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP 2015
Submitted by:	Division 2
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$11,735,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,735,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$11,735,000	

Project Purpose and Identified Needs

Primary Purpose: Safety. To improve safety by widening lanes to 12 feet and adding 4 ft. paved shoulders.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H140105

Mode: Highway

Status: Submitted

SR-1509 (Queens Creek Road)

From/Cross Street: NC 24 (Corbett Ave)

Specific Improvement Type: 1 - Widen Existing Roadway

To: Jones Road

Project Category: Division Needs

Length: 0.62

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$10,474,000

Description:

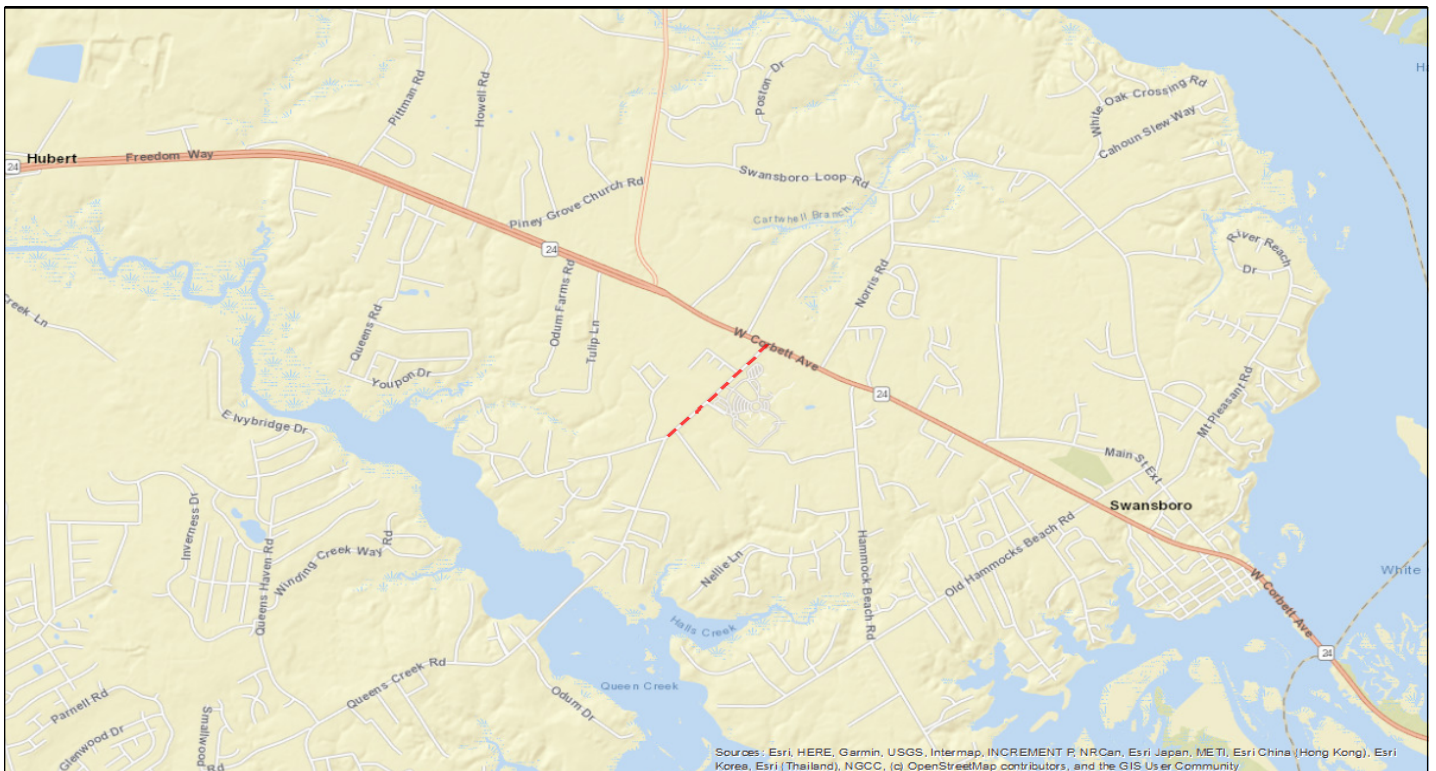
Widen roadway to a divided multi-lane roadway with partial control of access from NC 24 to Jones Road.

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 35.59 Congestion DIV (15%) 84.63 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 0.00 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.92	84.63
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	3.62	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	225	77.16
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	16	53.13

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	45
Length (miles):	0.62
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	14,000
Volume (PADT):	14,500
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	15,800
Volume (PADT)/Capacity Ratio:	0.92
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	69
Crash Density (seg):	3.62
Crash Severity (seg):	3.66
Critical Crash Rate (seg):	1.02
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	175
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	84

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	0.62
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Onslow County CTP, 2018
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$7,029,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,996,000	Cost Estimation Tool
Utilities Cost:	\$449,000	Cost Estimation Tool
Total Project Cost:	\$10,474,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$10,474,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility for traffic to and from Swansboro High School and Queen's Creek Elementary School. An existing STIP project (R-5948) will widen Queens Creek Road south of Jones Road, and B-5944 will construct a new bridge over Queens Creek.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H150522

Mode: Highway

Status: Submitted

US-70 (Cedar Street)

From/Cross Street: US 70 (Live Oak Street)

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#: R-5962

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,214,000

Description:

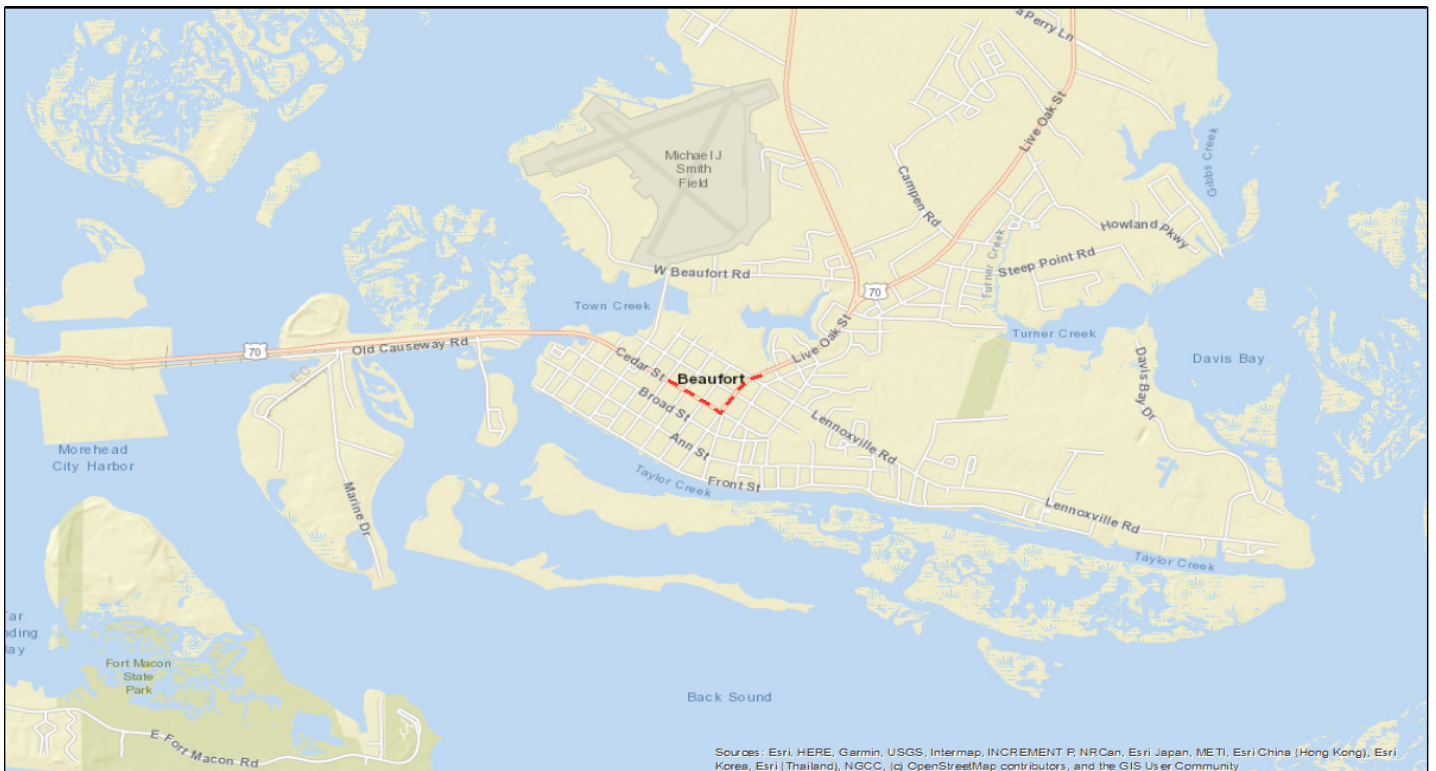
Construct roundabout at the intersection of Cedar St and Live Oak St

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 69.45 Benefit-Cost SW & REG (20%) In Progress Accessibility/Connectivity (10%) In Progress Freight (10%) 34.64	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 65.20 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 34.64	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	9
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	40,310.61
Volume (PADT):	42,195.06
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	63,400
Volume (PADT)/Capacity Ratio:	0.67
% Autos:	98%
% Trucks:	2%
Truck Volume (AADTT):	991.64
Total Crashes:	3
Crash Density (seg):	0.02
Crash Severity (seg):	3.8
Critical Crash Rate (seg):	0.02
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	55

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	10
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP 2015
Submitted by:	Division 2
Original Submitter:	Division 2

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$1,674,000	Cost Estimation Tool
Right-of-Way Cost:	\$540,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$2,214,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$2,214,000	

Project Purpose and Identified Needs

Primary Purpose: Mobility, along with safety. A roundabout will improve traffic flow and reduce serious collisions.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H150821

Mode: Highway

Status: Submitted

NC-58 (Emerald Drive)

From/Cross Street: Loon Street

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#: R-5884

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,214,000

Description:

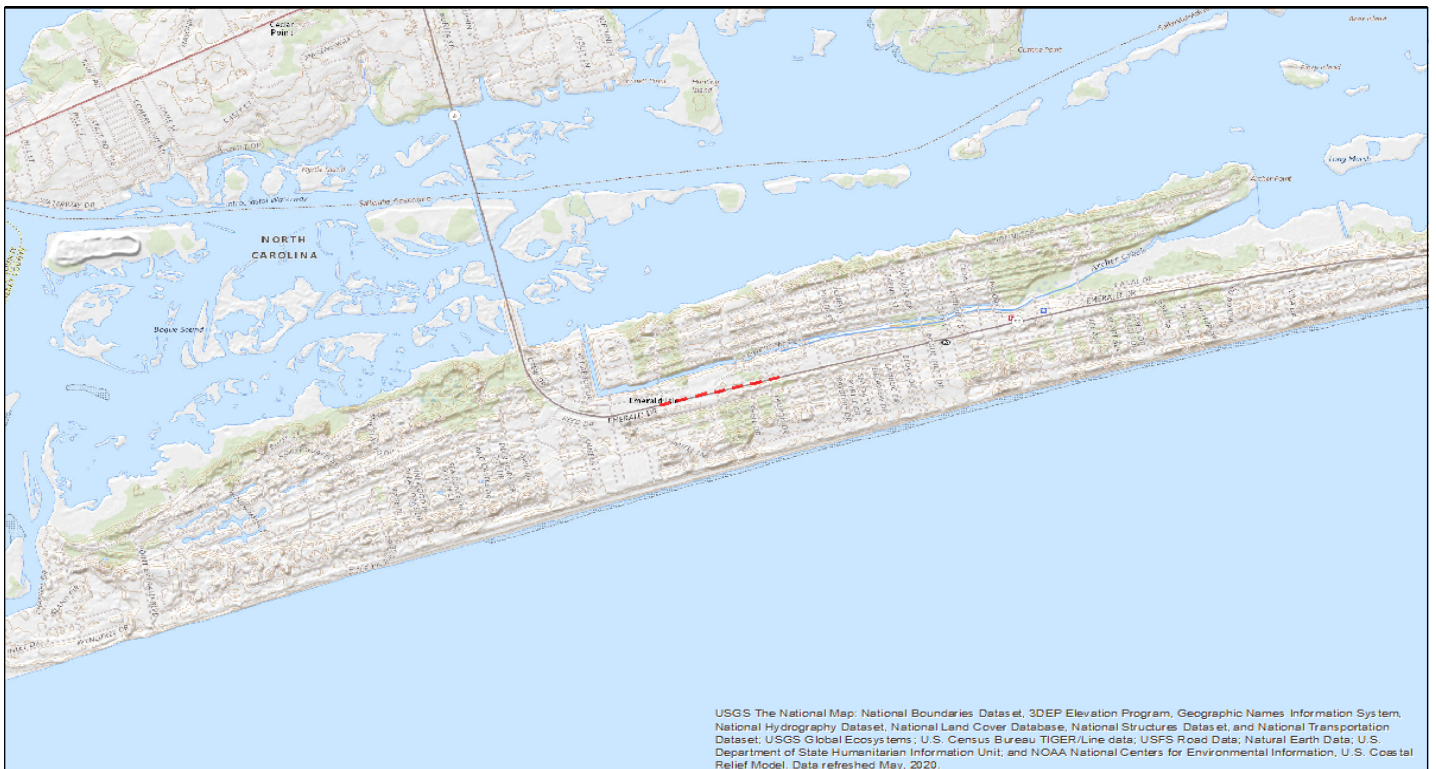
install roundabout

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed May, 2020.

Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 96.91 Benefit-Cost SW & REG (20%) In Progress Accessibility/Connectivity (10%) In Progress Freight (10%) 46.88	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 99.25 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 46.88	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	45
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	5
Roadway has Curb & Gutter?	No
Volume (AADT):	30,999.34
Volume (PADT):	45,500.99
Peak ADT (PADT) Factor:	1.47
Capacity (vpd):	31,600
Volume (PADT)/Capacity Ratio:	1.44
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	1,239.97
Total Crashes:	110
Crash Density (seg):	2.48
Crash Severity (seg):	2.82
Critical Crash Rate (seg):	1.45
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	98

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	45
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP 2015
Submitted by:	Division 2
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$1,674,000	Cost Estimation Tool
Right-of-Way Cost:	\$540,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$2,214,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$2,214,000	

Project Purpose and Identified Needs

Primary Purpose: Capacity/Congestion. A roundabout will improve traffic flow for through traffic.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H170817

Mode: Highway

Status: Submitted

NC-43

From/Cross Street: NC 102

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1477 (Powell Road) in Craven County

Project Category: Regional Impact

Length: 4.77

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$47,519,000

Description:

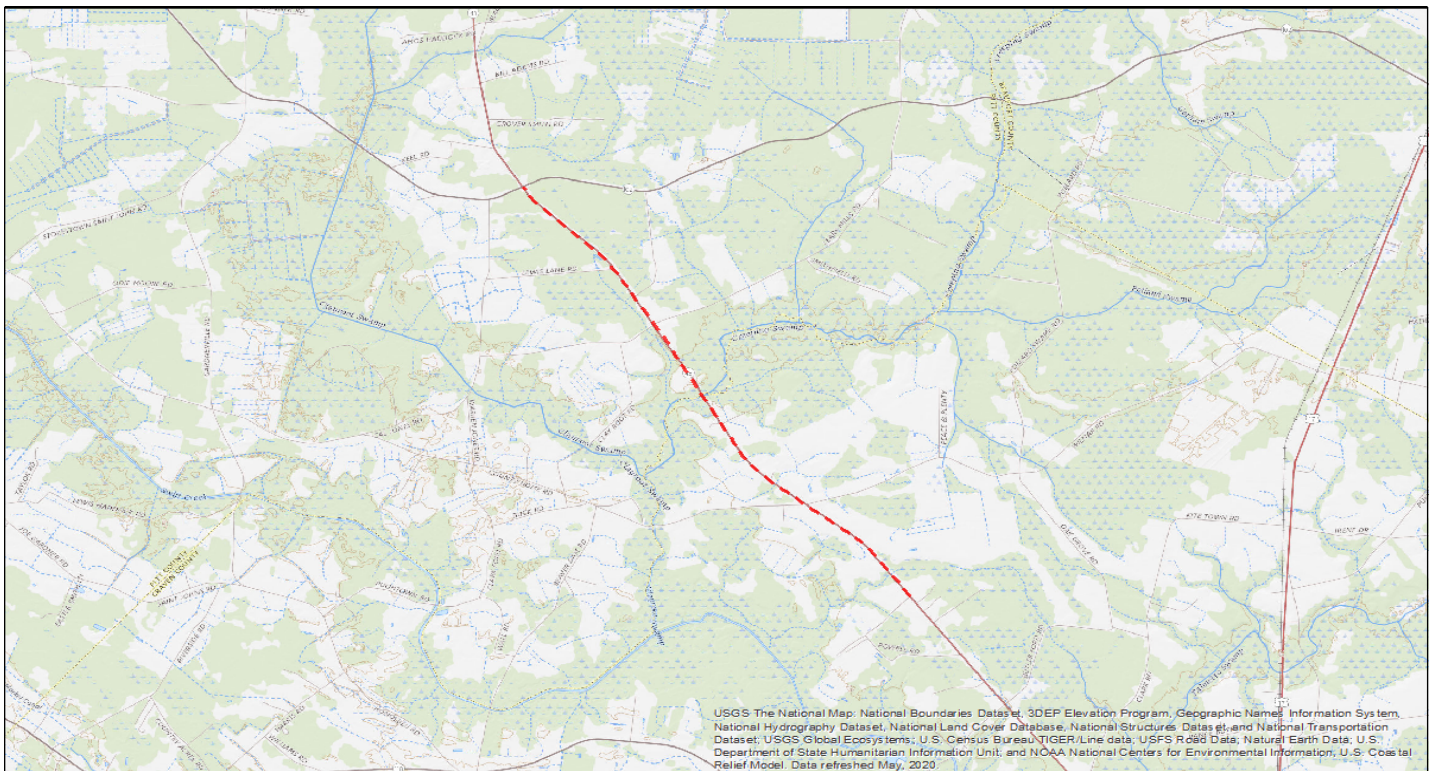
Widen roadway to 4-lane divided with 46' depressed median and paved shoulders

Division(s): Division 2

County(s): Craven, Pitt

MPOS(s)/RPO(s): Down East RPO, Mid-East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 35.69 Congestion REG (20%) 37.94 Benefit-Cost SW & REG (20%) In Progress Accessibility/Connectivity (10%) In Progress Freight (10%) 24.22 Totals: Weight: 70% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 35.69 Congestion DIV (15%) 41.03 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 24.22 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.43	41.03
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.65	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	208	68.69
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	282.49	19.44
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)		0
Shoulder Width	Paved Shoulder Width Difference (100%)	2	43.2
Pavement Condition	Pavement Condition Rating (100%)	23	67.67

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	4.77
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	6,154.44
Volume (PADT):	6,630.18
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15,500
Volume (PADT)/Capacity Ratio:	0.43
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	282.49
Total Crashes:	102
Crash Density (seg):	1.65
Crash Severity (seg):	4.24
Critical Crash Rate (seg):	0.64
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	77

Project Benefits

Project Cross-Section:	4H - 4 Lane Divided (46' Depressed Median) with Paved Shoulders, and Sidepath, 45-55 mph
Speed Limit (mph):	55
Length (miles):	4.77
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Pitt County 2005
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	51%	0	0
Mid-East RPO	49%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$41,124,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,561,000	Cost Estimation Tool
Utilities Cost:	\$834,000	Cost Estimation Tool
Total Project Cost:	\$47,519,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$47,519,000	

Project Purpose and Identified Needs

Primary Purpose: Improve mobility and safety

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H170881

Mode: Highway

Status: Submitted

US-17

From/Cross Street: SR 1438 (Spruill Town Road)

Specific Improvement Type: 1 - Widen Existing Roadway

To: 0.4 miles South of SR 1127 (Possum Track Road)

Project Category: Statewide Mobility

Length: 12.74

TIP#: R-2513

Fully Funded in Draft STIP? No

Cost to NCDOT: \$119,918,000

Description:

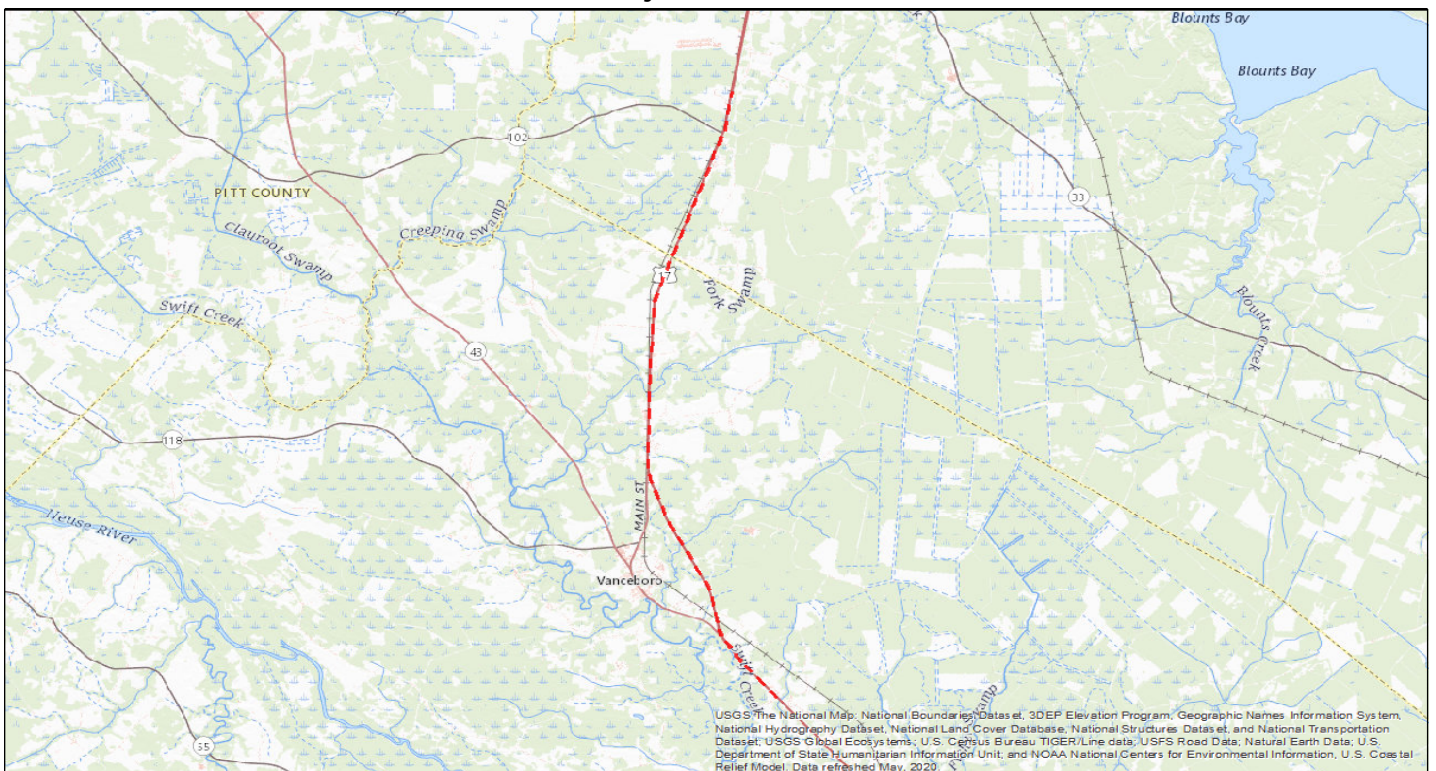
Widen to Multi-Lanes. Project ends .4 miles South of SR1127 to join up with existing 4-lane section.

Division(s): Division 2

County(s): Craven, Beaufort

MPOS(s)/RPO(s): Down East RPO, Mid-East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	39.44	N/A	N/A
Safety (10%)	40.28		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	74.42		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	40.28	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	42.64		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	74.42		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	40.28	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	45.85		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	74.42		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	12.74
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	6,458.72
Volume (PADT):	7,268.18
Peak ADT (PADT) Factor:	1.13
Capacity (vpd):	15,500
Volume (PADT)/Capacity Ratio:	0.47
% Autos:	87%
% Trucks:	13%
Truck Volume (AADTT):	816.38
Total Crashes:	216
Crash Density (seg):	1.23
Crash Severity (seg):	4.55
Critical Crash Rate (seg):	0.6
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	84

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	12.74
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 2
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	73%	0	0
Mid-East RPO	27%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$96,513,000	Cost Estimation Tool
Right-of-Way Cost:	\$20,352,000	Cost Estimation Tool
Utilities Cost:	\$3,053,000	Cost Estimation Tool
Total Project Cost:	\$119,918,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$119,918,000	

Project Purpose and Identified Needs

Primary Purpose: Capacity/Congestion. To reduce congestion and improve safety by adding capacity and a divided median. Also reduces travel time.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H171545

Mode: Highway

Status: Submitted

SR-1509 (Queens Creek Road)

From/Cross Street: Jones Road

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1565 (Smallwood Road)

Project Category: Division Needs

Length: 2.18

TIP#: R-5948

Fully Funded in Draft STIP? No

Cost to NCDOT: \$33,419,000

Description:

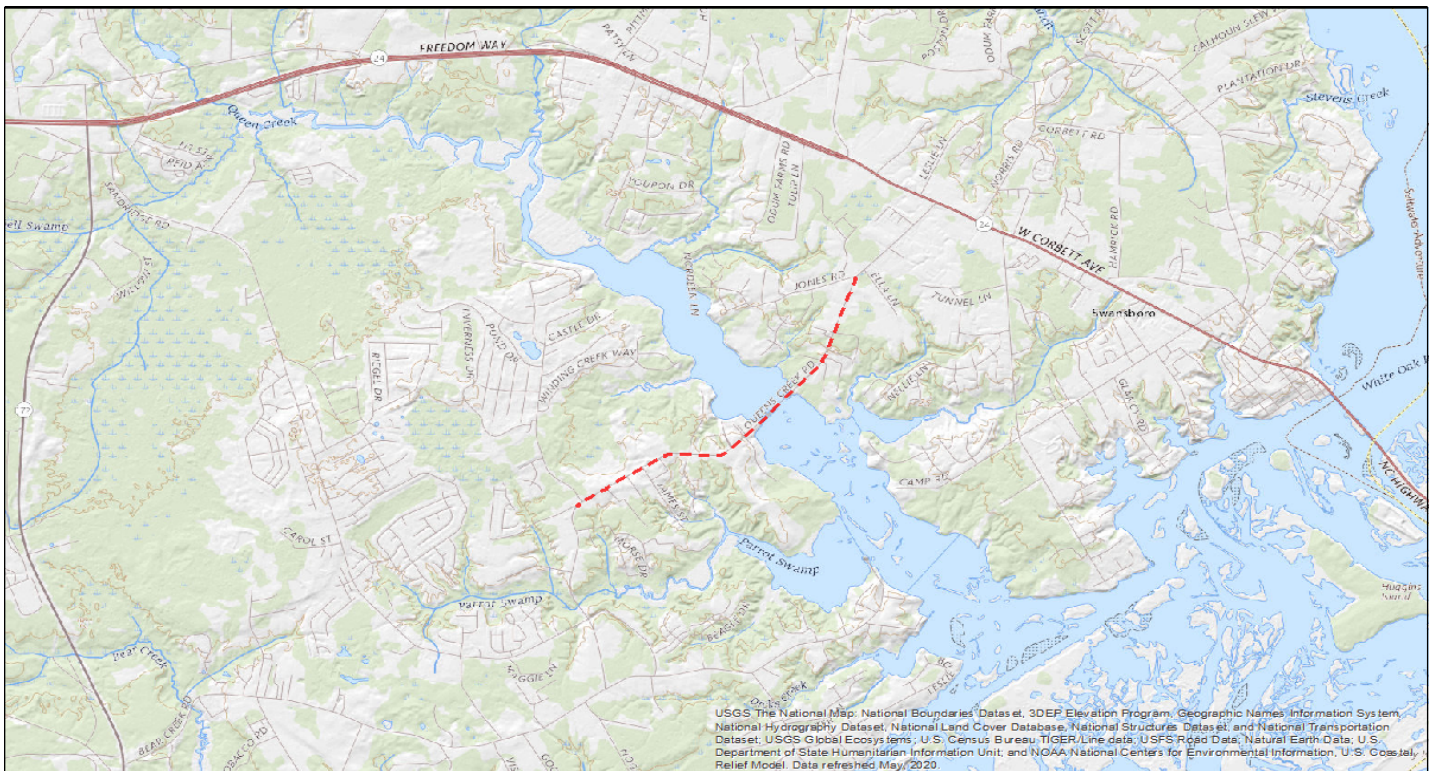
Widen to 3 lanes (with no improvements to the Queen Creek Bridge).

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 36.52 Congestion DIV (15%) 75.08 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 0.00 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	45
Length (miles):	2.18
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	11,959.92
Volume (PADT):	12,602.25
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	15,800
Volume (PADT)/Capacity Ratio:	0.8
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	110
Crash Density (seg):	1.93
Crash Severity (seg):	9.67
Critical Crash Rate (seg):	0.6
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	175
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	78

Project Benefits

Project Cross-Section:	3C - 2 Lane with Two Way Left Turn Lane, Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	2.18
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Onslow County CTP 2017
Submitted by:	Division 3
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$28,420,000	Cost Estimation Tool
Right-of-Way Cost:	\$4,347,000	Cost Estimation Tool
Utilities Cost:	\$652,000	Cost Estimation Tool
Total Project Cost:	\$33,419,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$33,419,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility in the anticipation of greater volumes of traffic. The recommendation is to upgrade the roadway to a boulevard. There are congestion issues along this roadway in future year 2040. Volume is expected to rise to 13,200 AADT (in 2015 it is 9100 AADT) and capacity in is 12,000 AADT in 2040. Project is listed in the Onslow County CTP 2017.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H171581

Mode: Highway

Status: Submitted

NC-24 (West Corbett Avenue)

From/Cross Street: Belgrade-Swansboro Road

Specific Improvement Type: 4 - Upgrade Arterial to Superstreet

To: Front Street

Project Category: Regional Impact

Length: 2.91

TIP#: R-5885

Fully Funded in Draft STIP? No

Cost to NCDOT: \$39,401,000

Description:

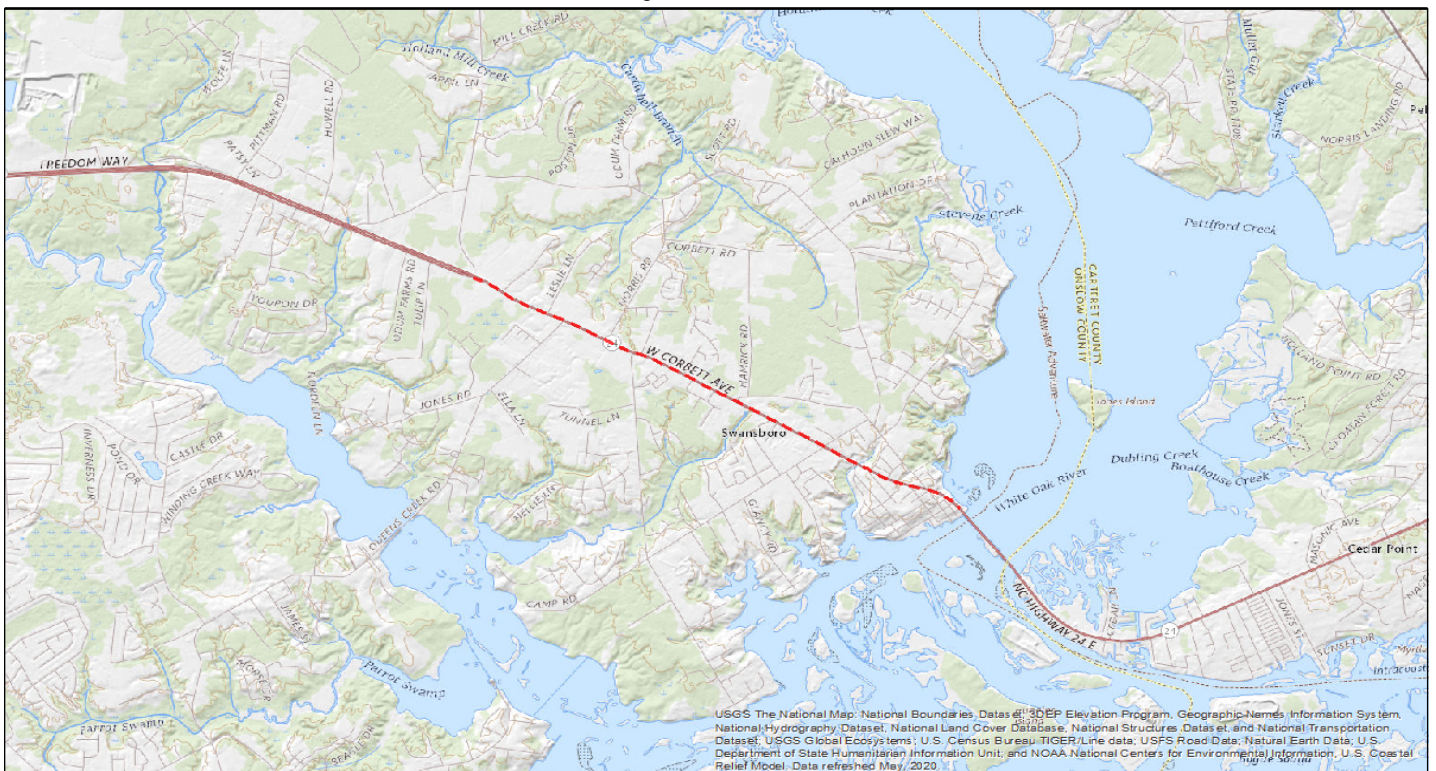
Construct superstreet/superstreet intersection along NC 24 corridor from Belgrade-Swansboro to Front Street before crossing bridge. Improve safety and eliminate left turns.

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Accessibility/Connectivity (10%) In Progress Freight (10%) 78.66 Safety (10%) 38.02 Congestion REG (20%) 89.55 Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 38.02 Congestion DIV (15%) 91.20 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 78.66	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with TWLTL (Five Lane)
Speed Limit (mph):	45
Length (miles):	2.91
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	31,055.71
Volume (PADT):	34,665.71
Peak ADT (PADT) Factor:	1.12
Capacity (vpd):	32,726.64
Volume (PADT)/Capacity Ratio:	1.06
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	2,472.03
Total Crashes:	364
Crash Density (seg):	0.98
Crash Severity (seg):	3.28
Critical Crash Rate (seg):	0.7
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	175
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	4B - 4 Lane Divided (23' Raised Median) with Paved Shoulders and Sidewalks
Speed Limit (mph):	45
Length (miles):	2.91
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Onslow County CTP 2017
Submitted by:	Division 3
Original Submitter:	Division 3

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$9,337,000	Cost Estimation Tool
Right-of-Way Cost:	\$26,143,000	Cost Estimation Tool
Utilities Cost:	\$3,921,000	Cost Estimation Tool
Total Project Cost:	\$39,401,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$39,401,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and traffic flow through the corridor, and eliminate left turns by eliminating the middle lane. Listed in Onslow County CTP 2017.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H183865

Mode: Highway

Status: Submitted

SR-1601 (Little Nine Road)

From/Cross Street: US 70

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: NC 24

Project Category: Division Needs

Length: 0.55

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$13,026,000

Description:

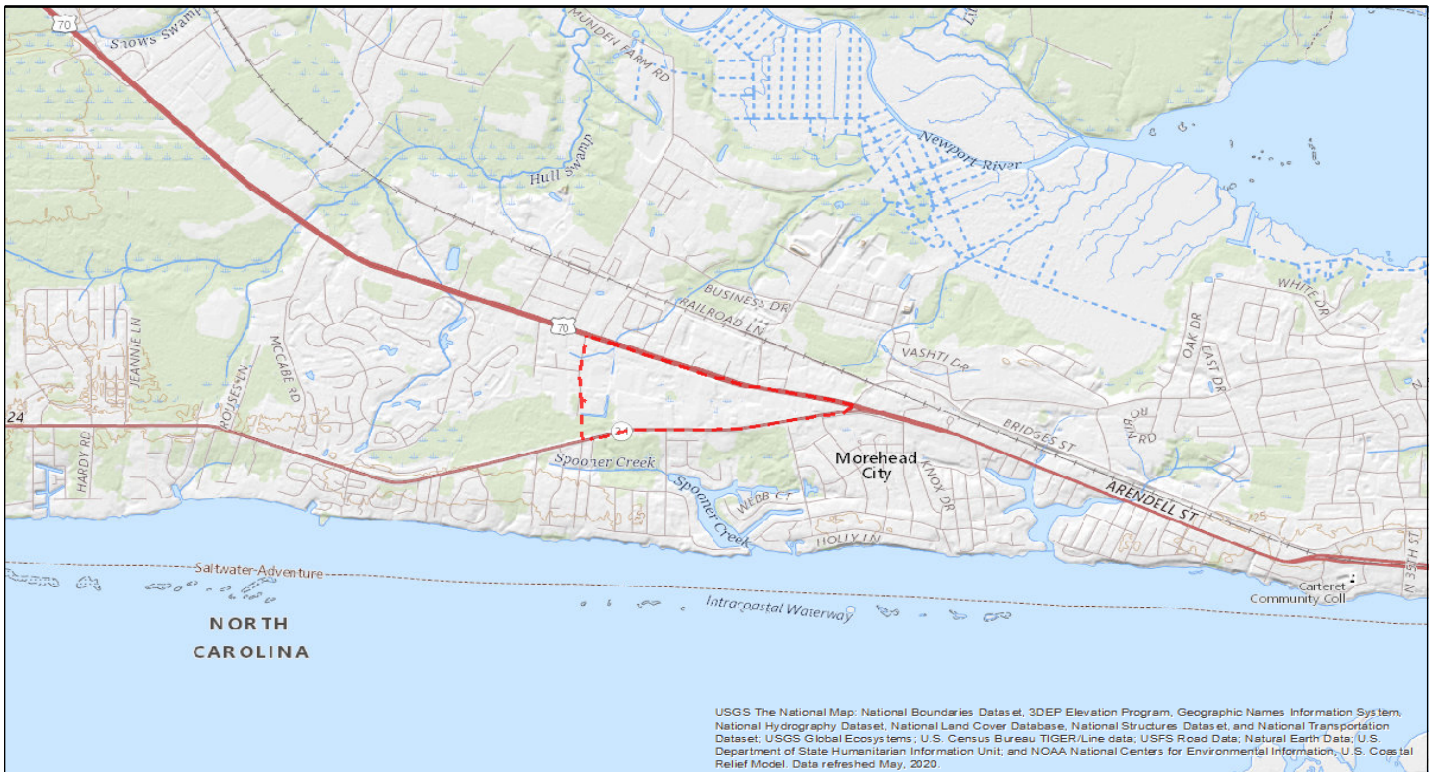
Widen the 2 lane section to 4 lanes and construct an additional 4 lane section to connect to NC 24.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 0.74 Congestion DIV (15%) 89.12 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 65.74 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1	89.12
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.11	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,828.83	80.07
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	1	0
Pavement Condition	Pavement Condition Rating (100%)	26	73.57

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	50
Length (miles):	2.4
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	29,785.5
Volume (PADT):	31,790.24
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	31,700
Volume (PADT)/Capacity Ratio:	1
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	1,828.83
Total Crashes:	507
Crash Density (seg):	1.11
Crash Severity (seg):	4.38
Critical Crash Rate (seg):	0.71
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	74

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	35
Length (miles):	0.55
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$9,340,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,205,000	Cost Estimation Tool
Utilities Cost:	\$481,000	Cost Estimation Tool
Total Project Cost:	\$13,026,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$13,026,000	

Project Purpose and Identified Needs

Primary Purpose: This project has been requested by the City of Morehead City and neighboring businesses to improve access to said businesses, relieve congestion at the NC 24-US 70 intersection, and improve access for fire and EMS vehicles.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H184405

Mode: Highway

Status: Submitted

US-258, NC-24

From/Cross Street: SR 1308 (West Franck Street)

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Statewide Mobility

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$463,000

Description:

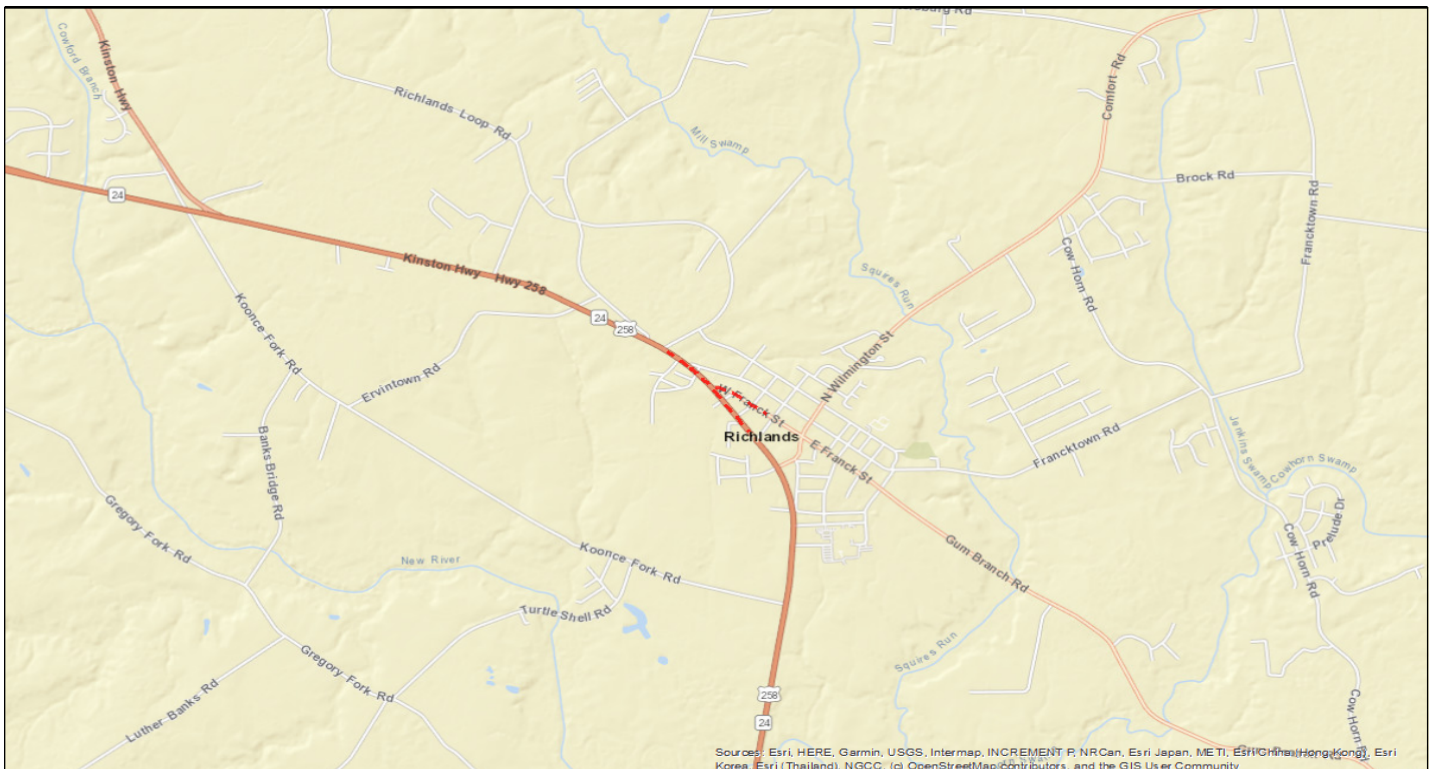
Install a traffic signal. Add a right turn lane from northbound US 258/NC 24 to W. Franck Street).

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	73.60	N/A	N/A
Safety (10%)	In Progress		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	73.92		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	In Progress	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	70.15		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	73.92		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Benefit-Cost DIV (15%)	In Progress	Percent: 25% Points:	Percent: 25% Points:
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	73.92		
Safety (10%)	In Progress		
Congestion DIV (15%)	66.69		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.69	66.69
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		0
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	225	77.16
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	2,495.8	86.05
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	0	0

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	45
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	33,455.82
Volume (PADT):	36,105.51
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	52,380.77
Volume (PADT)/Capacity Ratio:	0.69
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	2,495.8
Total Crashes:	127
Crash Density (seg):	2.22
Crash Severity (seg):	2.8
Critical Crash Rate (seg):	1.42
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	175
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	45
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Onslow County CTP, 2017
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$388,000	Cost Estimation Tool
Right-of-Way Cost:	\$75,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$463,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$463,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility in the Town of Richlands.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H184406

Mode: Highway

Status: Submitted

US-17

From/Cross Street: NC 50

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Statewide Mobility

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,388,000

Description:

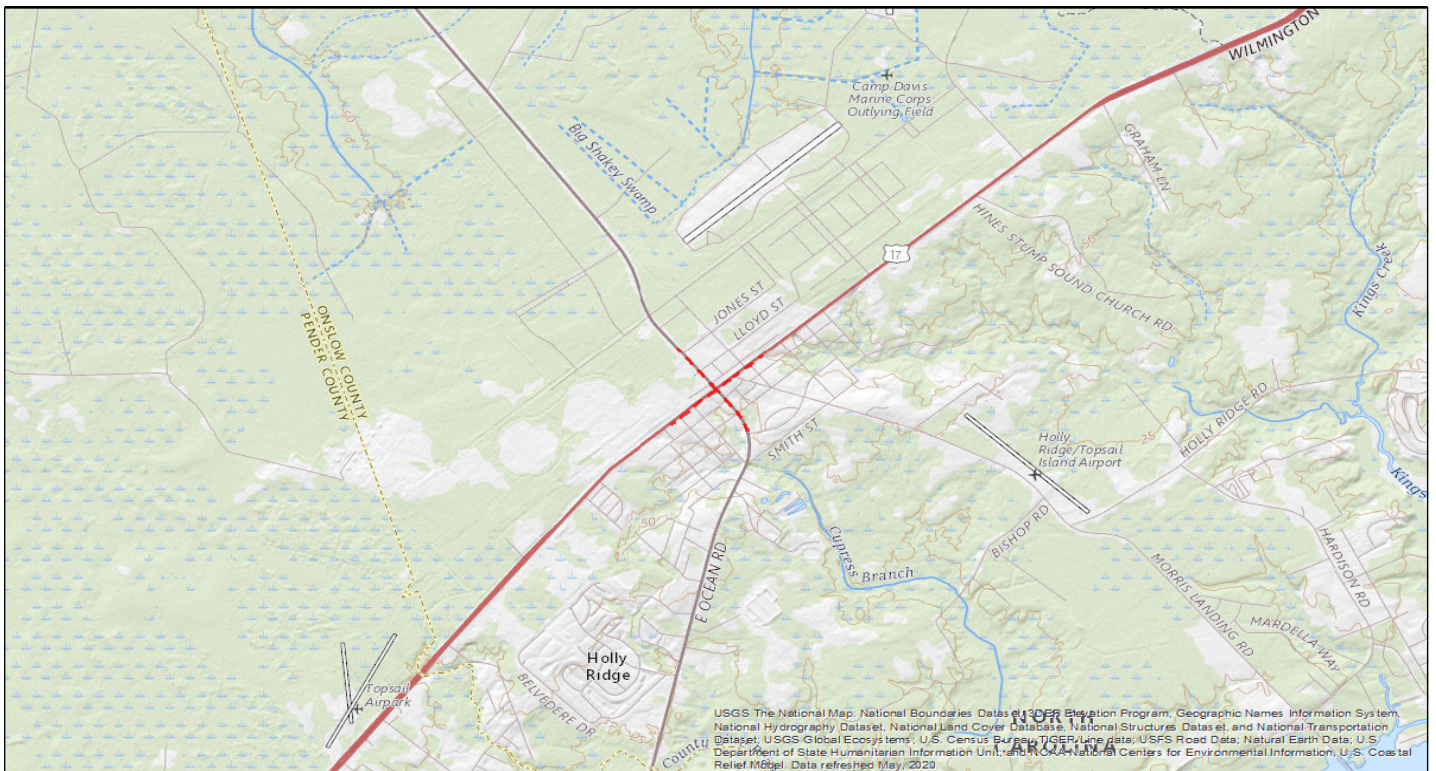
Add additional left and right turning lanes to westbound NC 50. Extend right turn lane on northbound US 17.

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	72.06	N/A	N/A
Safety (10%)	In Progress		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	70.81		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	In Progress	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	68.92		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	70.81		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	In Progress	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	65.78		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	70.81		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.68	65.78
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		0
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	225	77.16
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,975.08	81.48
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	53	97.36

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	55
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	27,355.72
Volume (PADT):	32,113.18
Peak ADT (PADT) Factor:	1.17
Capacity (vpd):	47,447.4
Volume (PADT)/Capacity Ratio:	0.68
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	1,975.08
Total Crashes:	72
Crash Density (seg):	1.98
Crash Severity (seg):	2.98
Critical Crash Rate (seg):	1.17
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	175
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	47

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Onslow County CTP, 2018
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

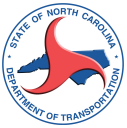
Project Cost and Source

Construction Cost:	\$1,163,000	Cost Estimation Tool
Right-of-Way Cost:	\$225,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$1,388,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,388,000	

Project Purpose and Identified Needs

Primary Purpose: Improve key intersection connecting US 17 Corridor to Surf City for safety and mobility. Add storage capacity at the intersection. Improve traffic flow through Holly Ridge.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H190816

Mode: Highway

Status: Submitted

I-42 (Northern Carteret Bypass)

From/Cross Street: US 70 (Craven County line)

Specific Improvement Type: 5 - Construct Roadway on New Location

To: US 70 (Beaufort Bypass)

Project Category: Statewide Mobility

Length: 20.75

TIP#: R-4431

Fully Funded in Draft STIP? No

Cost to NCDOT: \$447,367,000

Description:

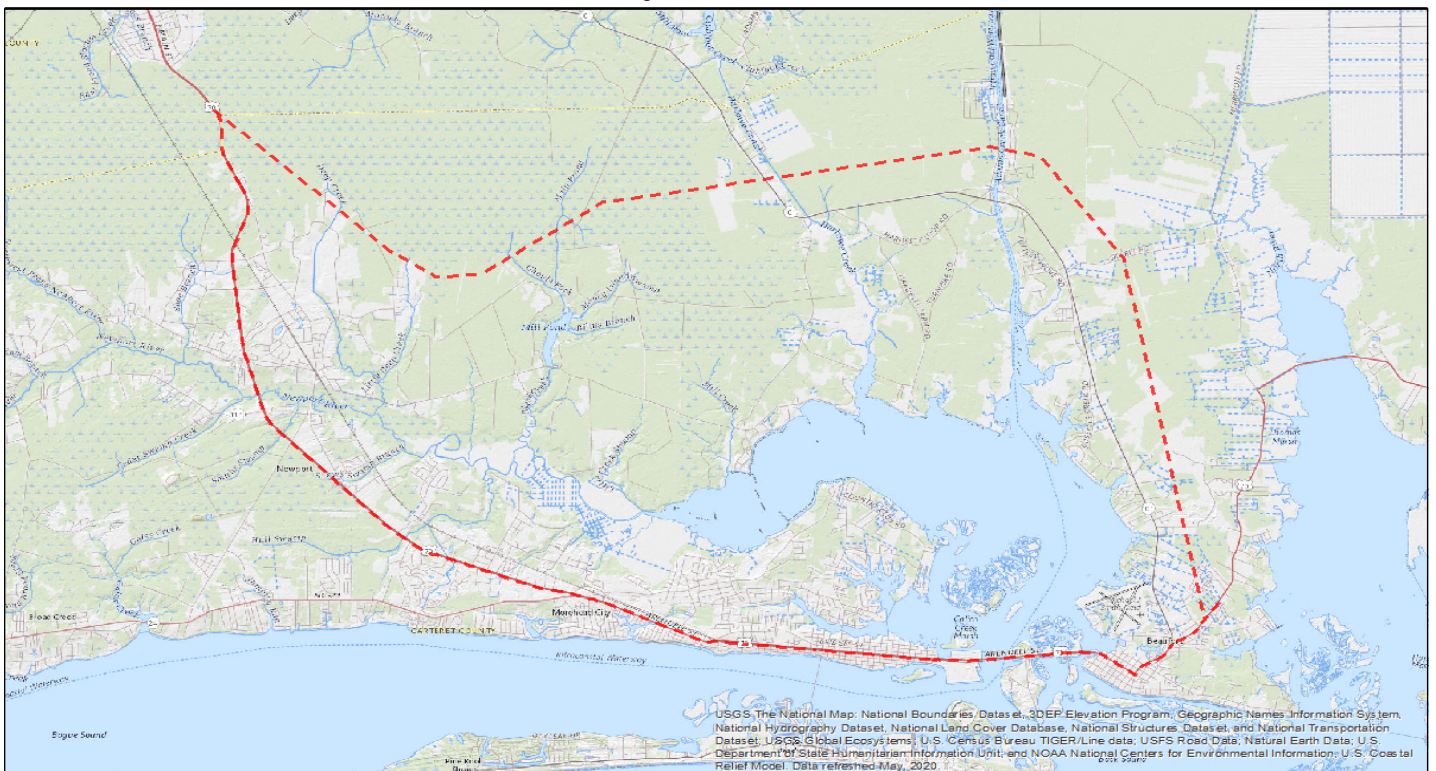
Create an I-42 bypass of Newport and Morehead City. Bring the terminus of the future interstate to existing Beaufort Bypass (US 70) in order to connect Port of Morehead City to the interstate system.

Division(s): Division 2

County(s): Carteret, Craven

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	77.59	N/A	N/A
Safety (10%)	0.74		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	39.58		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	0.74	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	76.71		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	39.58		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	0.74	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	75.83		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	39.58		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.81	75.83
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.75	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,037.82	67.69
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)	3	45.2
Pavement Condition	Pavement Condition Rating (100%)	21	64.41

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	46
Length (miles):	20.07
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	27,823.5
Volume (PADT):	30,033.71
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	37,013.24
Volume (PADT)/Capacity Ratio:	0.81
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	1,037.82
Total Crashes:	1,819
Crash Density (seg):	0.75
Crash Severity (seg):	4.63
Critical Crash Rate (seg):	0.49
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	79

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	64
Length (miles):	20.75
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$342,354,000	Cost Estimation Tool
Right-of-Way Cost:	\$91,316,000	Cost Estimation Tool
Utilities Cost:	\$13,697,000	Cost Estimation Tool
Total Project Cost:	\$447,367,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$447,367,000	

Project Purpose and Identified Needs

Primary Purpose: The primary purpose of the project is to improve mobility in Carteret County as a whole, including tourism traffic. An interstate-level highway would improve safety and relieve congestion. Connecting the interstate to the Port of Morehead City is a major improvement to freight mobility, and would promote economic development for the Port, Carteret County, and the state.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191002

Mode: Highway

Status: Submitted

Sherwood Avenue Extension

From/Cross Street: SR 1113 (Old NC 58)

Specific Improvement Type: 5 - Construct Roadway on New Location

To: Taylor Notion Road

Project Category: Division Needs

Length: 1.09

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$15,888,000

Description:

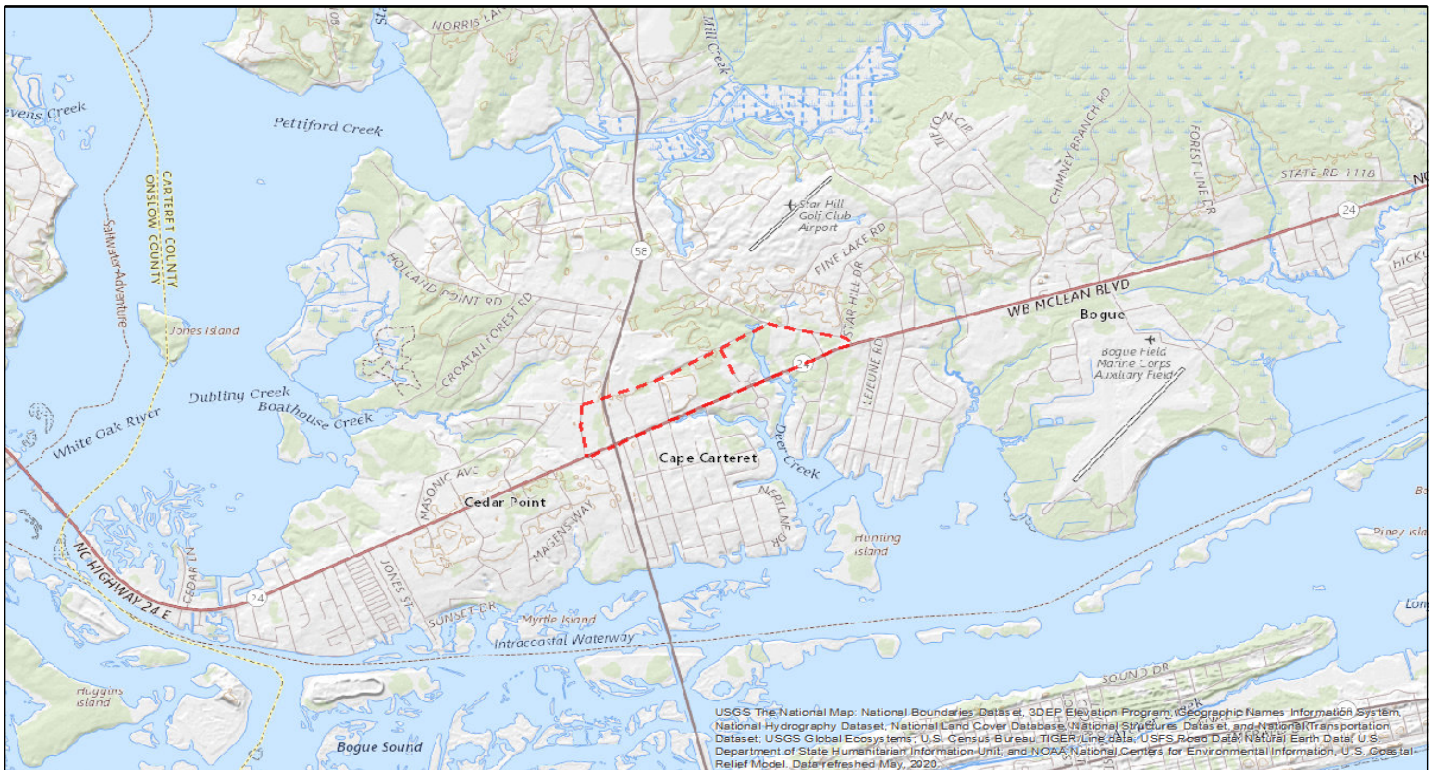
Create extension of Sherwood Avenue from Old NC 58 to Taylor Notion Road. An additional roadway would connect Sherwood Avenue Extension to White Oak Elementary School. Sherwood Avenue Extension would largely parallel the utility easement running behind Lowe's and the school.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 0.74 Congestion DIV (15%) 71.93 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 52.70 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.75	71.93
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.7	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	928.72	64.45
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	19	60.09

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	37
Length (miles):	2
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	18,574.33
Volume (PADT):	19,806.46
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	26,344.16
Volume (PADT)/Capacity Ratio:	0.75
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	928.72
Total Crashes:	232
Crash Density (seg):	0.7
Crash Severity (seg):	6.12
Critical Crash Rate (seg):	0.43
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	81

Project Benefits

Project Cross-Section:	2E - 2 Lane Undivided with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	25
Length (miles):	1.09
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$12,107,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,288,000	Cost Estimation Tool
Utilities Cost:	\$493,000	Cost Estimation Tool
Total Project Cost:	\$15,888,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$15,888,000	

Project Purpose and Identified Needs

Primary Purpose: This new roadway would allow for local traffic to bypass NC 24 in order to reach White Oak Elementary School, relieving congestion on the highway. The roadway would serve as alternative route for Western Carteret Fire and EMS to access NC 24 without traversing NC 24/NC 58 intersection.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191103

Mode: Highway

Status: Submitted

NC-24 (Cedar Point Blvd)

From/Cross Street: Onslow County Line

Specific Improvement Type: 4 - Upgrade Arterial to Superstreet

To: NC 58

Project Category: Statewide Mobility

Length: 2.85

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$69,928,000

Description:

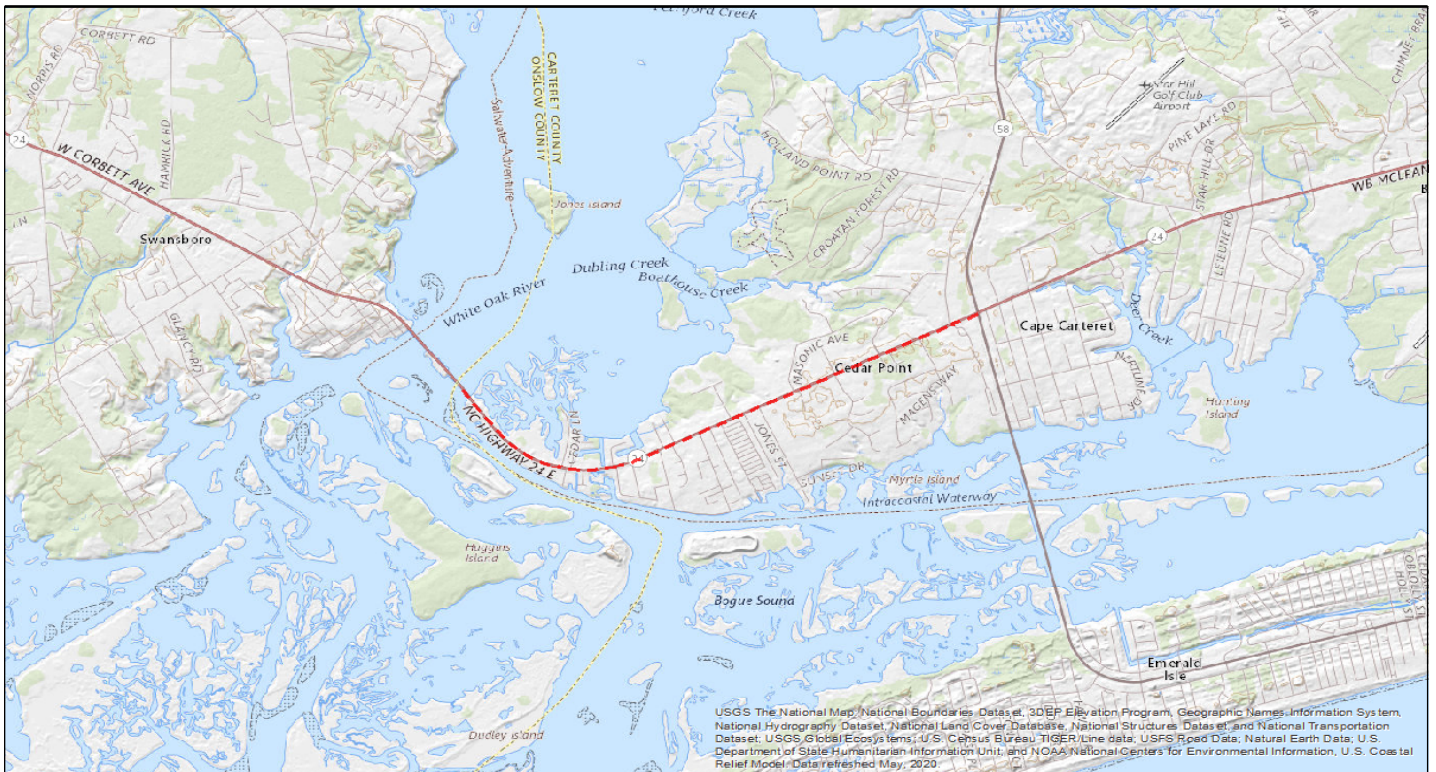
Convert NC 24 into a superstreet within the town of Cedar Point; upgrade intersection of NC 24 and NC 58 to a diamond interchange with one loop.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	85.83	N/A	N/A
Safety (10%)	37.35		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	77.86		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	37.35	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	87.48		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	77.86		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	37.35	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	89.12		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	77.86		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1	89.12	Economic Competitiveness	% Change in Economy (50%)		
	Volume (SW 40%, REG 20%, DIV 0%)				% Change in Long-term jobs (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Upgrade Roadway Travel Time Savings (50%)		
Safety (Segments)	Crash Density (20%)	0.81	0.74	Freight	Truck Volume (50%)	2,257.81	84.63
	Crash Severity (20%)				Truck Percentage (50%)	%	%
	Critical Crash Rate (20%)			Multimodal	Multimodal Benefits	1	90.12
	Safety Benefit (40%)			Lane Width	Lane Width Difference (100%)		0
Safety (Intersections)	Crash Frequency (30%)			Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
	Severity Index (30%)			Pavement Condition	Pavement Condition Rating (100%)	7	29.43
	Safety Benefit (40%)						

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with TWLTL (Five Lane)
Speed Limit (mph):	35
Length (miles):	2.85
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	28,543.71
Volume (PADT):	31,572.86
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	31,700
Volume (PADT)/Capacity Ratio:	1
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	2,257.81
Total Crashes:	227
Crash Density (seg):	0.81
Crash Severity (seg):	4.96
Critical Crash Rate (seg):	0.43
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	93

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	35
Length (miles):	2.85
Facility Type:	Superstreet
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$40,828,000	Cost Estimation Tool
Right-of-Way Cost:	\$25,304,000	Cost Estimation Tool
Utilities Cost:	\$3,796,000	Cost Estimation Tool
Total Project Cost:	\$69,928,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$69,928,000	

Project Purpose and Identified Needs

Primary Purpose: Improve mobility and relieve congestion on a Strategic Highway Corridor (NC 24). Improve safety by reducing left turns. Note: the interchange should be designed to not require any additional right of way within the Town of Cape Carteret, nor should a CFI be an option for the design.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Modernization

SPOT ID: H191110

Mode: Highway

Status: Submitted

SR-1124 (Nine Mile Road/Nine Foot Road)

From/Cross Street: NC 70 BUS

Specific Improvement Type: 16 - Modernize Roadway

To: NC 24

Project Category: Division Needs

Length: 8.97

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$11,319,000

Description:

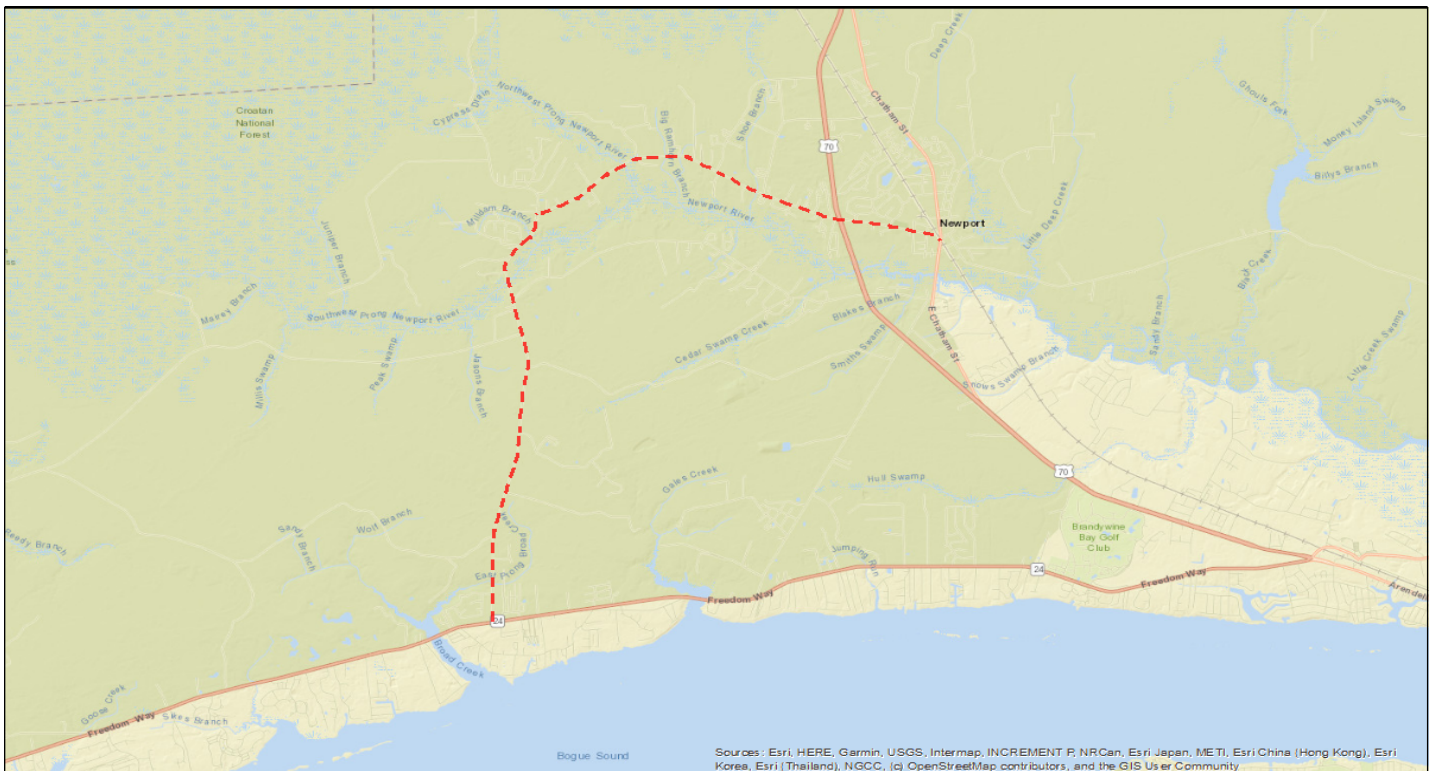
Modernize roadway with widened lanes and improved ditches.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 36.49 Pavement (10%) 44.41 Lane Width (5%) 0.00 [Paved] Shoulder Width (10%) 43.20 Freight (5%) 0.00 Totals: Weight: 50% Weighted Score: 16.06	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.37	33.39
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	3.73	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	2	43.2
Pavement Condition	Pavement Condition Rating (100%)	12	44.41

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	49
Length (miles):	8.97
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5,422.63
Volume (PADT):	5,802.72
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	15,600.33
Volume (PADT)/Capacity Ratio:	0.37
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	214
Crash Density (seg):	3.73
Crash Severity (seg):	5.56
Critical Crash Rate (seg):	0.69
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	88

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	49
Length (miles):	8.97
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$11,319,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,319,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$11,319,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility on a key route for rural Carteret County.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191117

Mode: Highway

Status: Submitted

SR-1182 (Atlantic Beach Causeway)

From/Cross Street: Atlantic Beach Bridge

Specific Improvement Type: 11 - Access Management

To: NC 58

Project Category: Division Needs

Length: 0.7

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$6,318,000

Description:

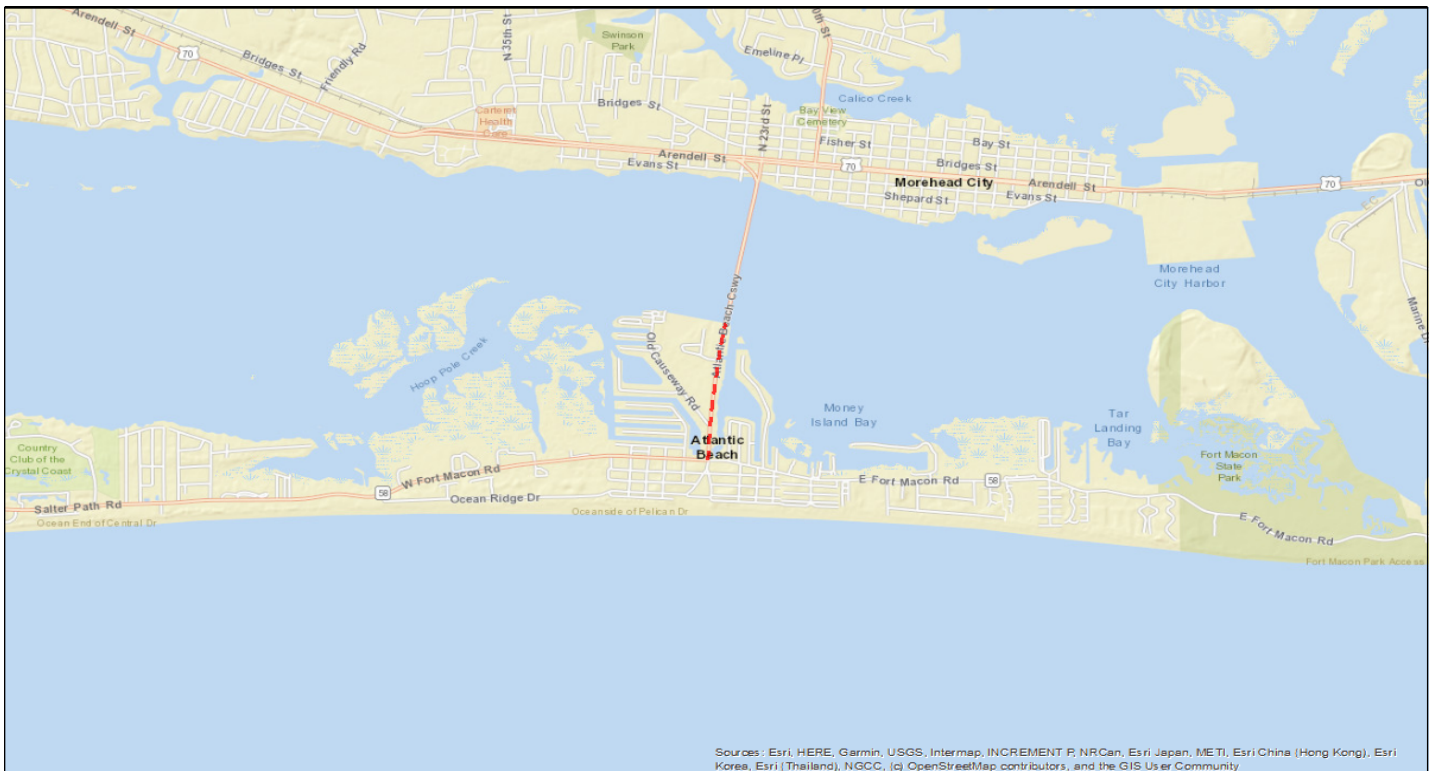
Install medians on portions of Atlantic Beach Causeway. Convert existing parking space west of the roadway into a service road. Install sidewalks or multi-use paths along both sides of the roadway.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 16.89 Congestion DIV (15%) 61.88 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.63	61.88
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.28	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	9	34.89

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with TWLTL (Five Lane)
Speed Limit (mph):	38
Length (miles):	0.7
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	No
Volume (AADT):	19,064.62
Volume (PADT):	20,064.62
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	31,700
Volume (PADT)/Capacity Ratio:	0.63
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	37
Crash Density (seg):	0.28
Crash Severity (seg):	2.13
Critical Crash Rate (seg):	0.23
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	91

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter and Sidewalks
Speed Limit (mph):	38
Length (miles):	0.7
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2018
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$5,091,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,067,000	Cost Estimation Tool
Utilities Cost:	\$160,000	Cost Estimation Tool
Total Project Cost:	\$6,318,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$6,318,000	

Project Purpose and Identified Needs

Primary Purpose: Improve mobility and safety along the roadway. Reduce curb cuts with the introduction of a service road. Improve bike/ped access and aesthetics for the gateway street of Atlantic Beach. The town has an existing project design.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



Status: Submitted

TIP#:

Cost to NCDOT: \$9,343,000

Modernize roadway to 12 ft wide lanes and 2 ft wide paved shoulders.

County(s): Craven, Carteret

MPOS(s)/RPO(s): Down East RPO

A detailed map of Craven County, North Carolina. The county boundary is highlighted with a thick red dashed line. Major water bodies include Great Lake, Long Lake, Little Lake, Lake Ellis Simon, and several creeks such as Hunters Creek, South West River, Middle Creek, and Deep Creek. The map also shows major roads, including US Highway 17 and US Highway 50, and various local roads like North Canal, Middle Canal, and New River. The background is a light green color with a grid of small blue dots.

USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems, U.S. Census Bureau TIGER/Line 2010, USFS Road Data, Natural Earth Data, U.S. Department of State Humanitarian Information Unit, and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed May, 2020.

Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 31.77 Pavement (10%) 39.47 Lane Width (5%) 98.97 [Paved] Shoulder Width (10%) 0.00 Freight (5%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 15.25		

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.18	11.63
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	3.6	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	208	68.69
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	3	98.97
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	11	39.47

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	53
Length (miles):	6.39
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	9
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	2,649.53
Volume (PADT):	2,828.66
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	15,500
Volume (PADT)/Capacity Ratio:	0.18
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	107
Crash Density (seg):	3.6
Crash Severity (seg):	6.09
Critical Crash Rate (seg):	0.5
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	89

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	53
Length (miles):	6.39
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2018
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$9,343,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$9,343,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$9,343,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility on this alternate route between Havelock and central Carteret County.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191380

Mode: Highway

Status: Submitted

US-17 BUS (Main Street)

From/Cross Street: NC 58 (8th Street)

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,665,000

Description:

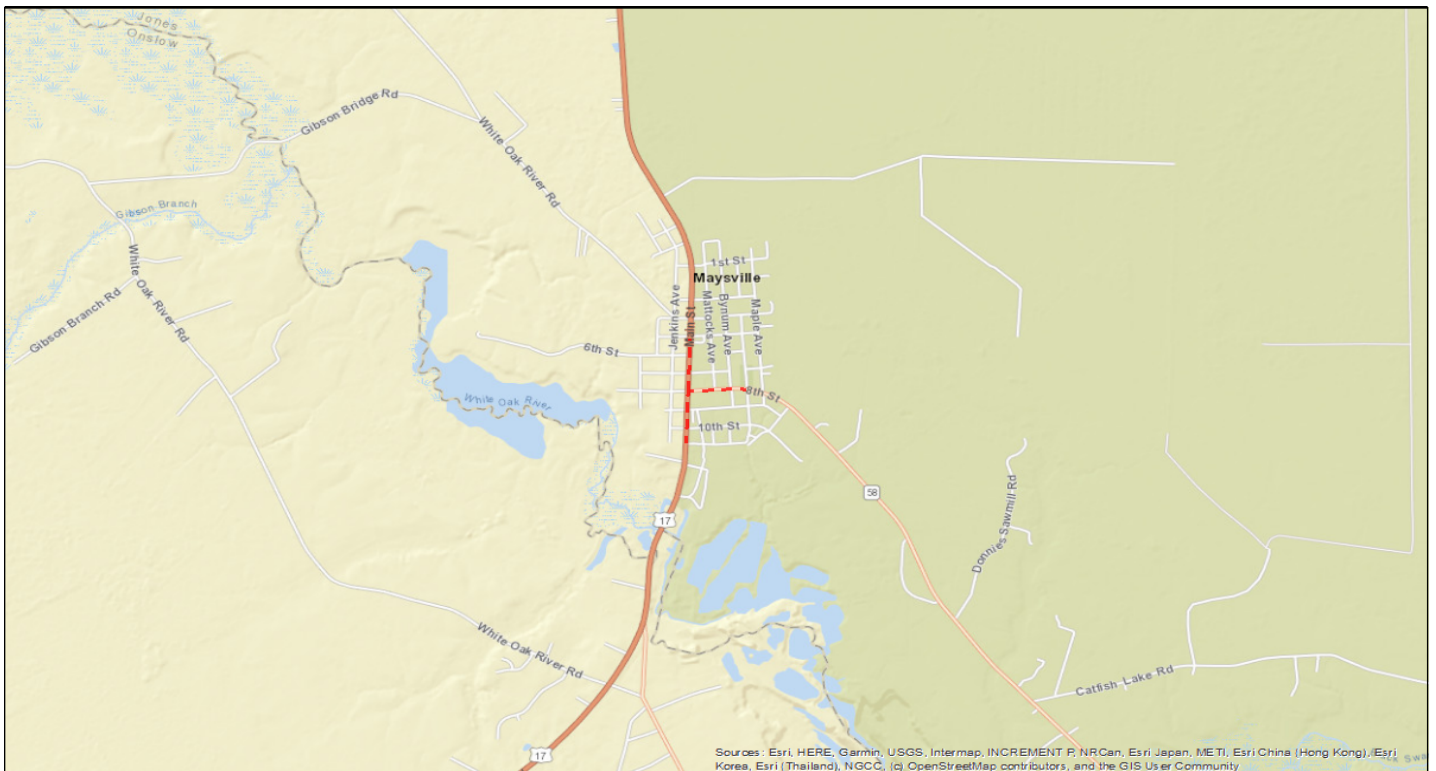
Construct a one-lane roundabout at the intersection of US 17 Business and NC 58 in Maysville, Jones County.

Division(s): Division 2

County(s): Jones

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 67.57 Benefit-Cost SW & REG (20%) In Progress Accessibility/Connectivity (10%) In Progress Freight (10%) 69.48	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 66.69 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 69.48	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.69	66.69
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		0
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	267	83.89
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,559.09	77.33
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	1	7.4

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	21,125.88
Volume (PADT):	21,659.25
Peak ADT (PADT) Factor:	1.03
Capacity (vpd):	31,600
Volume (PADT)/Capacity Ratio:	0.69
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	1,559.09
Total Crashes:	24
Crash Density (seg):	1.89
Crash Severity (seg):	2.79
Critical Crash Rate (seg):	0.47
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	133
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	99

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$1,395,000	Cost Estimation Tool
Right-of-Way Cost:	\$270,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$1,665,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,665,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility. With the bypass of US 17, through traffic no longer has to travel through the middle of Maysville. The roundabout will help to slow traffic in the downtown area.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



Status: Submitted

TIP#:

Cost to NCDOT: \$17,541,000

Widen portion of Lake Road within City of Havelock to multi-lanes.

County(s): Craven

MPOS(s)/RPO(s): Down East RPO

USGS The National Map, National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset, USGS Global Ecosystems, U.S. Census Bureau, Tiger/Line data, USFS Road Data, Natural Earth Data, U.S. Department of State Humanitarian Information Unit, and NOAA, National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed May, 2020.

Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 23.03 Congestion DIV (15%) 22.18 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 0.00 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.28	22.18
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	2.4	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	208	68.69
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)	2	43.2
Pavement Condition	Pavement Condition Rating (100%)	12	44.41

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	42
Length (miles):	1.23
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	4,100
Volume (PADT):	4,400
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	15,648.11
Volume (PADT)/Capacity Ratio:	0.28
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	47
Crash Density (seg):	2.4
Crash Severity (seg):	2.93
Critical Crash Rate (seg):	1.66
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	88

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	42
Length (miles):	1.23
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Craven County CTP, (anticipated adoption 2020)
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$11,620,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,149,000	Cost Estimation Tool
Utilities Cost:	\$772,000	Cost Estimation Tool
Total Project Cost:	\$17,541,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$17,541,000	

Project Purpose and Identified Needs

Primary Purpose: Lake Road will be the location of the only planned interchange along the Havelock Bypass (other than the two interchanges with the current route of US 70 on either end of the city). Widening the road to multi-lanes will increase the capacity to meet the expected increase in daily traffic on the roadway.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191452

Mode: Highway

Status: Submitted

US-70 (Arendell Street)

From/Cross Street: 35th Street

Specific Improvement Type: 26 - Upgrade Roadway

To: 4th Street

Project Category: Statewide Mobility

Length: 2.68

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$13,120,000

Description:

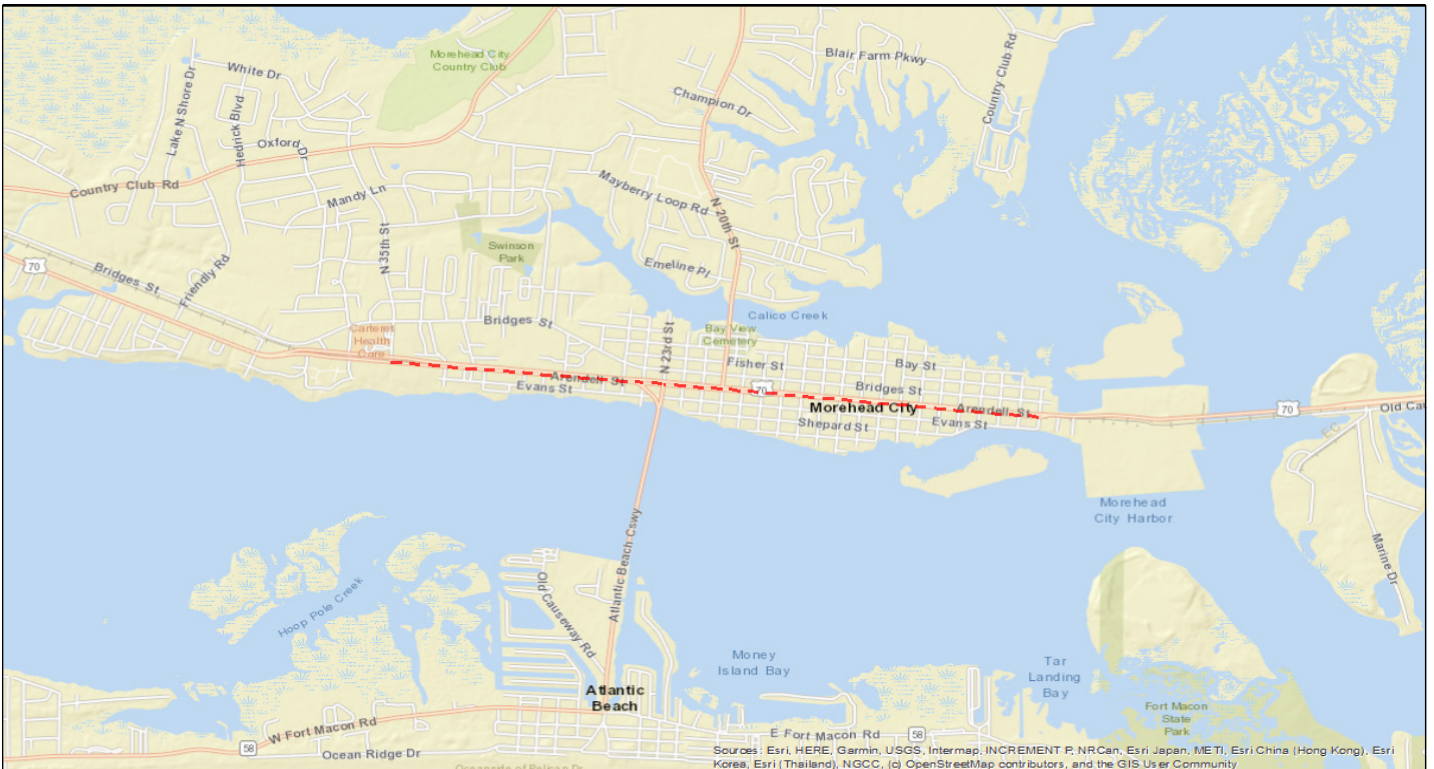
Make intersection improvements at the following intersections: Arendell St/N 35th St; Arendell St/N 20th St; Arendell St/N 24th and 23rd Sts (Atlantic Beach Causeway); Arendell St/N 4th St.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	85.68	N/A	N/A
Safety (10%)	32.93		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	26.20		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	32.93	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	87.28		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	26.20		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	32.93	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	88.87		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	26.20		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.99	88.87
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.97	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	674.27	49.92
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)		0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	10	36.92

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	35
Length (miles):	2.68
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	27,521.15
Volume (PADT):	31,268.27
Peak ADT (PADT) Factor:	1.14
Capacity (vpd):	31,700
Volume (PADT)/Capacity Ratio:	0.99
% Autos:	98%
% Trucks:	2%
Truck Volume (AADTT):	674.27
Total Crashes:	461
Crash Density (seg):	0.97
Crash Severity (seg):	2.76
Critical Crash Rate (seg):	0.78
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	90

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	35
Length (miles):	2.68
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2014
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$11,120,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,000,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$13,120,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$13,120,000	

Project Purpose and Identified Needs

Primary Purpose: The intersection improvements are proposed to compliment the opening of Bridges St Extension. Safety, storage capacity and mobility will be improved along the US 70 (Arendell St) corridor in Morehead City.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191454

Mode: Highway

Status: Submitted

SR-1738 (Bridges Street)

From/Cross Street: Friendly Road

Specific Improvement Type: 26 - Upgrade Roadway

To: 20th Street

Project Category: Division Needs

Length: 2.32

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$10,838,000

Description:

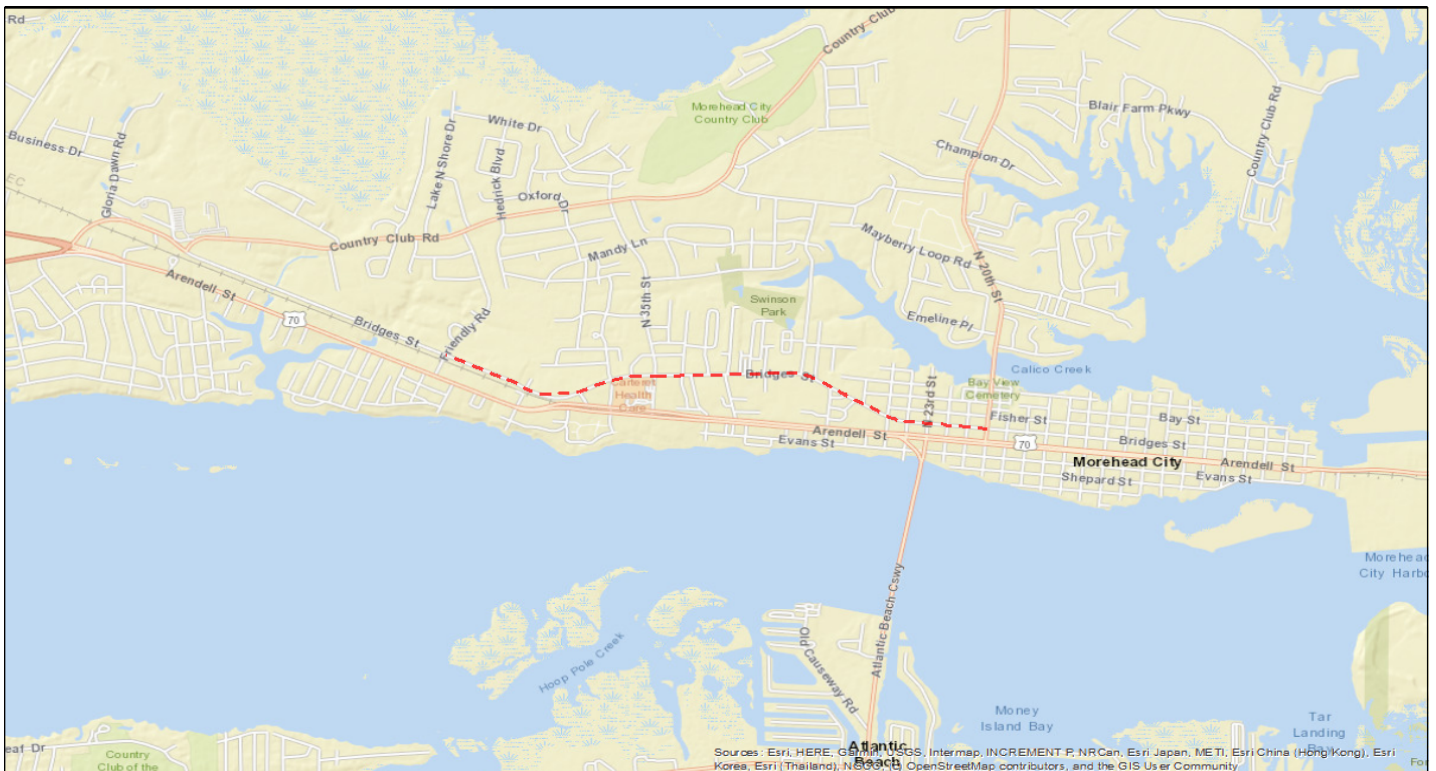
Intersection improvements to the following intersections: Bridges St/Friendly Rd; Bridges St/N 35th Street; Bridges St/Bonner Ave; Bridges St/23rd and 24th Sts (to Atlantic Beach Causeway); Bridges Street/20th Street.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 31.20 Congestion DIV (15%) 84.63 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 0.00 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.92	84.63
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.22	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	20	61.85

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	35
Length (miles):	2.32
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	17,736.3
Volume (PADT):	18,627.2
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	20,347.4
Volume (PADT)/Capacity Ratio:	0.92
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	174
Crash Density (seg):	1.22
Crash Severity (seg):	2.37
Critical Crash Rate (seg):	0.39
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	80

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	35
Length (miles):	2.32
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2018
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$8,588,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,250,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$10,838,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$10,838,000	

Project Purpose and Identified Needs

Primary Purpose: The intersection improvements are being proposed as a result of the completion of Bridges St Extension. The improvements will improve safety and mobility on the roadway; allowing the street to be used as an east-west alternate route to US 70 (Arendell St).

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191491

Mode: Highway

Status: Submitted

US-258 ALT (Richlands Highway), SR-1229 ALT (Gregory Fork Road)

From/Cross Street: US 258/ SR 1229

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$463,000

Description:

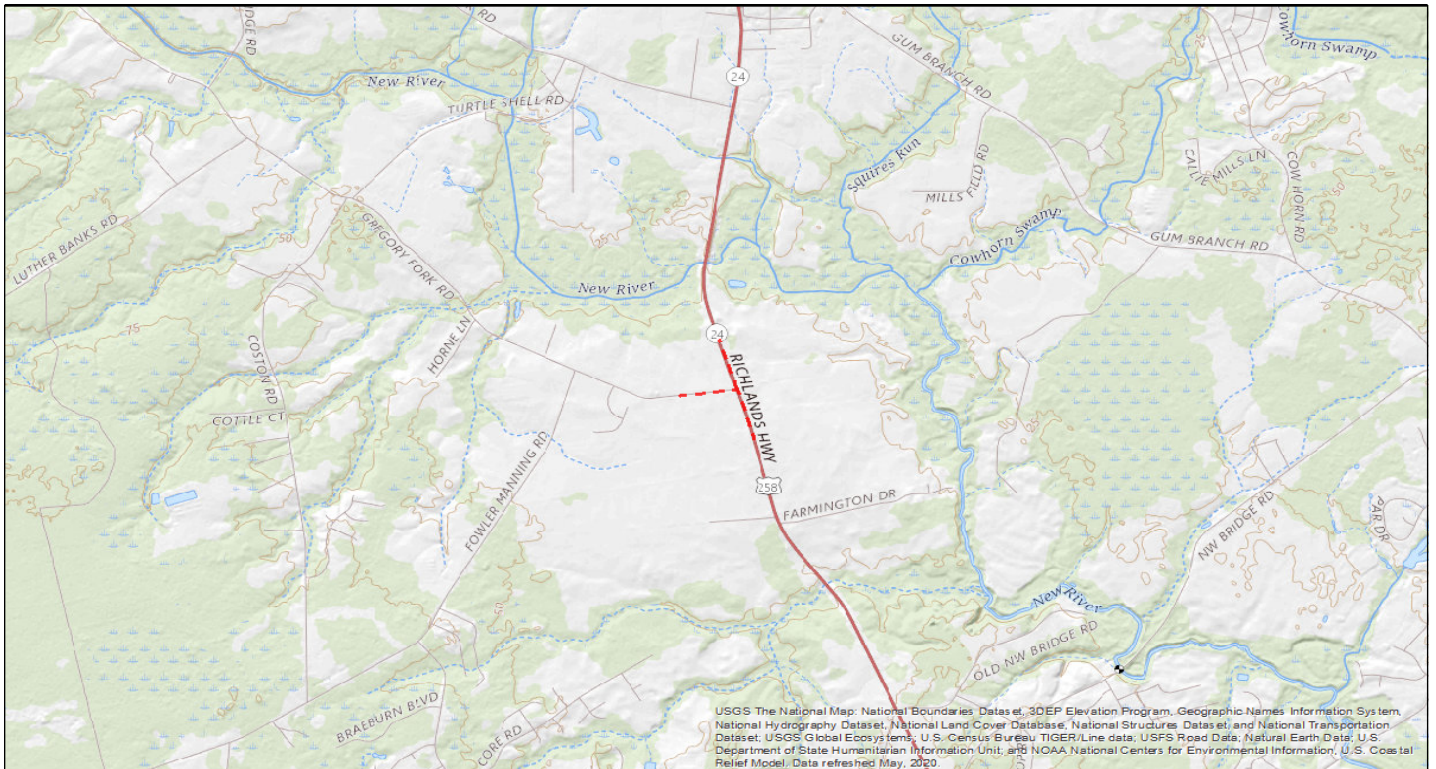
Improve at-grade intersection using a green-t type solution.

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Jacksonville Urban Area MPO, Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 31.65 Benefit-Cost SW & REG (20%) In Progress Accessibility/Connectivity (10%) In Progress Freight (10%) 71.76 Totals: Weight: 70% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 19.77 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 71.76 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.26	19.77
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		0
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	225	77.16
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,997.04	81.56
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	11	39.47

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	55
Length (miles):	0.5
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	26,734.2
Volume (PADT):	28,601.01
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	111,405.33
Volume (PADT)/Capacity Ratio:	0.26
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	1,997.04
Total Crashes:	72
Crash Density (seg):	2.05
Crash Severity (seg):	3.32
Critical Crash Rate (seg):	1.31
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	175
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	89

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	0.5
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Jacksonville Urban Area MPO
Original Submitter:	Jacksonville Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Jacksonville Urban Area MPO	50%	0	0
Down East RPO	50%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$388,000	Cost Estimation Tool
Right-of-Way Cost:	\$75,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$463,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$463,000	

Project Purpose and Identified Needs

Primary Purpose: The primary purpose of this project is safety.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191544

Mode: Highway

Status: Submitted

NC-24 (Freedom Way)

From/Cross Street: SR 1119 (Red Barn Road)

Specific Improvement Type: 4 - Upgrade Arterial to Superstreet

To: SR 1147 (McCabe Road)

Project Category: Statewide Mobility

Length: 9.62

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$63,139,000

Description:

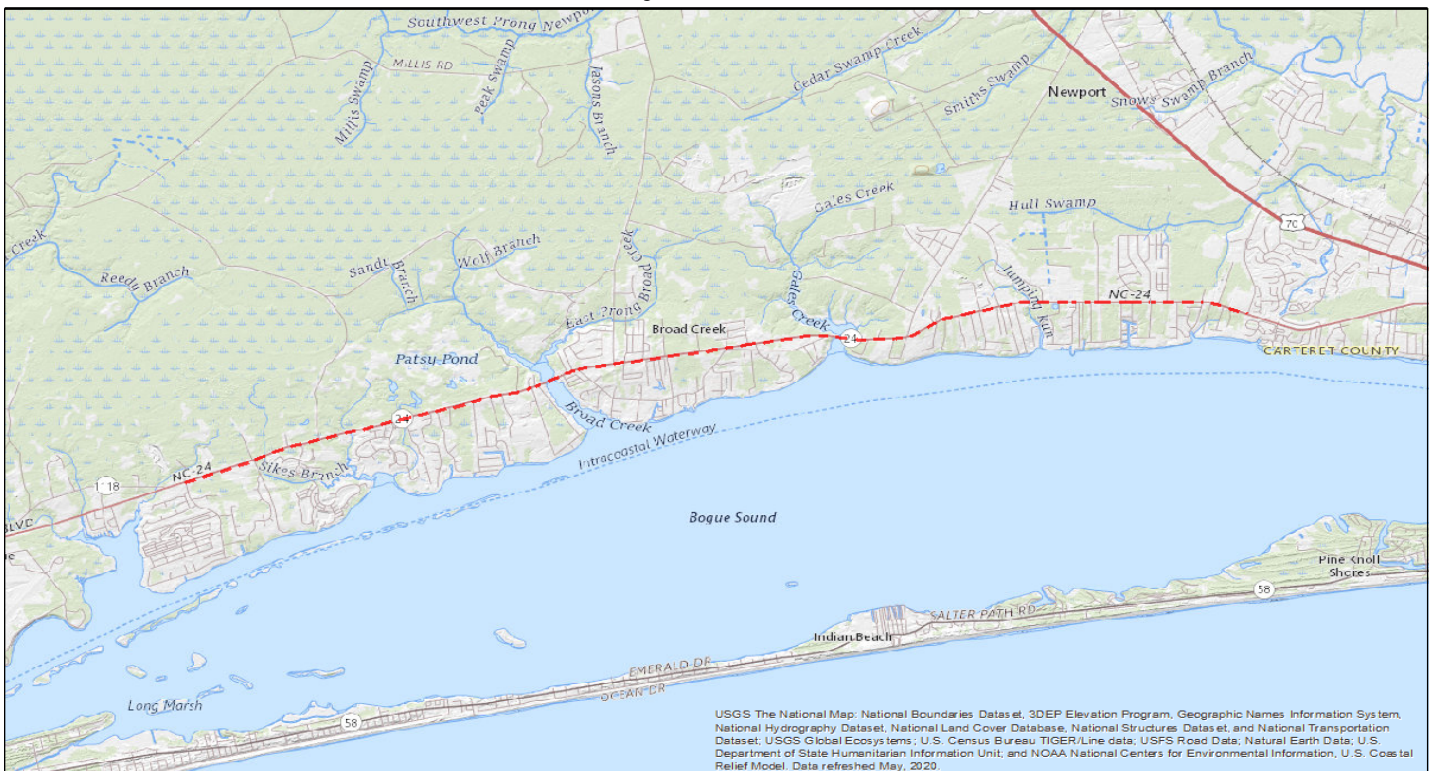
Upgrade a portion of NC 24 to a superstreet in Carteret County from SR 1119 (Red Barn Road) to SR 1147 (McCabe Road).

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	63.45	N/A	N/A
Safety (10%)	40.51		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	72.47		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	40.51	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	59.88		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	72.47		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	40.51	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	56.31		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	72.47		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.56	56.31
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.34	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,682.28	78.99
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	3	45.2
Pavement Condition	Pavement Condition Rating (100%)	20	61.85

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with TWLTL (Five Lane)
Speed Limit (mph):	52
Length (miles):	9.62
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	22,430.39
Volume (PADT):	23,829.31
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	42,258.44
Volume (PADT)/Capacity Ratio:	0.56
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	1,682.28
Total Crashes:	419
Crash Density (seg):	0.34
Crash Severity (seg):	5.9
Critical Crash Rate (seg):	0.27
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	80

Project Benefits

Project Cross-Section:	4B - 4 Lane Divided (23' Raised Median) with Paved Shoulders and Sidewalks
Speed Limit (mph):	52
Length (miles):	9.62
Facility Type:	Superstreet
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2018
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$33,215,000	Cost Estimation Tool
Right-of-Way Cost:	\$26,021,000	Cost Estimation Tool
Utilities Cost:	\$3,903,000	Cost Estimation Tool
Total Project Cost:	\$63,139,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$63,139,000	

Project Purpose and Identified Needs

Primary Purpose: NC 24 is a key route for vacation traffic as well as the traffic between Camp Lejeune and the Port of Morehead City. Traffic volumes on the highway are expected to grow substantially by 2040. The superstreet conversion is needed to improve mobility for both local and through traffic. Restricting left turns will improve overall safety.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191548

Mode: Highway

Status: Submitted

NC-43 (Weyerhauser Road), US-17 BYP (New Bern Bypass (northern section))

From/Cross Street: SR 1400 (River Road)

Specific Improvement Type: 2 - Upgrade Arterial to Freeway/Expressway

To: US 17

Project Category: Statewide Mobility

Length: 3.08

TIP#: R-2301B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$67,169,000

Description:

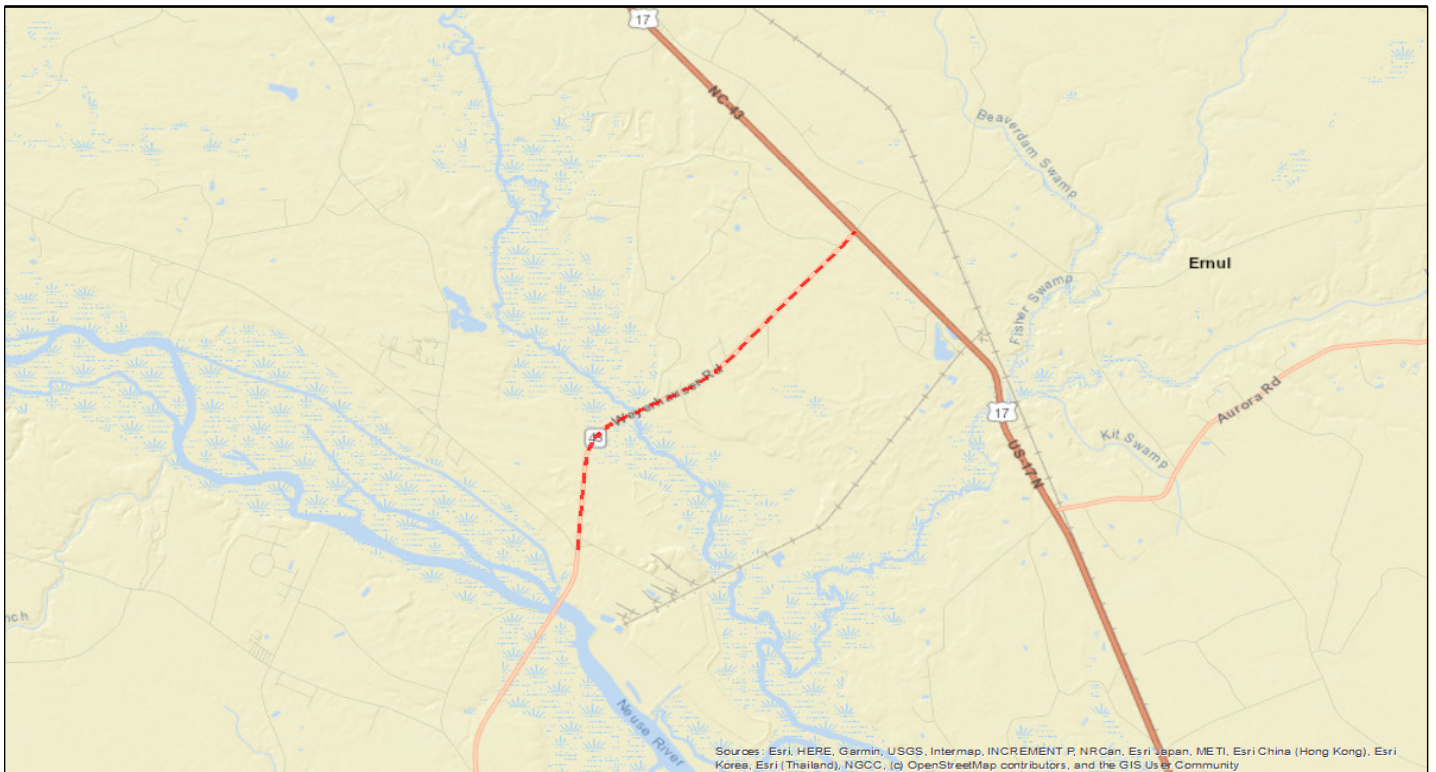
Upgrade NC 43 (Weyerhauser Road) to freeway standards to serve as the northern portion of the US 17 New Bern Bypass.

Division(s): Division 2

County(s): Craven

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	37.01	N/A	N/A
Safety (10%)	34.06		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	52.78		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	34.06	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	40.10		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	52.78		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	34.06	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	43.19		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	52.78		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.45	43.19
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.76	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	208	68.69
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	504.87	38.95
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	2	43.2
Pavement Condition	Pavement Condition Rating (100%)	4	19.21

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	3.08
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	6,651.84
Volume (PADT):	6,903.68
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	15,500
Volume (PADT)/Capacity Ratio:	0.45
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	504.87
Total Crashes:	81
Crash Density (seg):	1.76
Crash Severity (seg):	7.5
Critical Crash Rate (seg):	0.51
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	96

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	3.08
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Craven County CTP, in progress (expected adoption in 2020)
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$55,188,000	Cost Estimation Tool
Right-of-Way Cost:	\$10,418,000	Cost Estimation Tool
Utilities Cost:	\$1,563,000	Cost Estimation Tool
Total Project Cost:	\$67,169,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$67,169,000	

Project Purpose and Identified Needs

Primary Purpose: To take through traffic away from the New Bern city center. A significant travel time on US 17 savings should be seen after opening. This submission is being made in conjunction with the New Bern Area MPO, who will be submitting the southern portion of the bypass.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191576

Mode: Highway

Status: Submitted

SR-1259 (Taylor Notion Road)

From/Cross Street: NC 58

Specific Improvement Type: 25 - Improve Multiple Intersections along Corridor

To: NC 24

Project Category: Division Needs

Length: 1.33

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$4,709,000

Description:

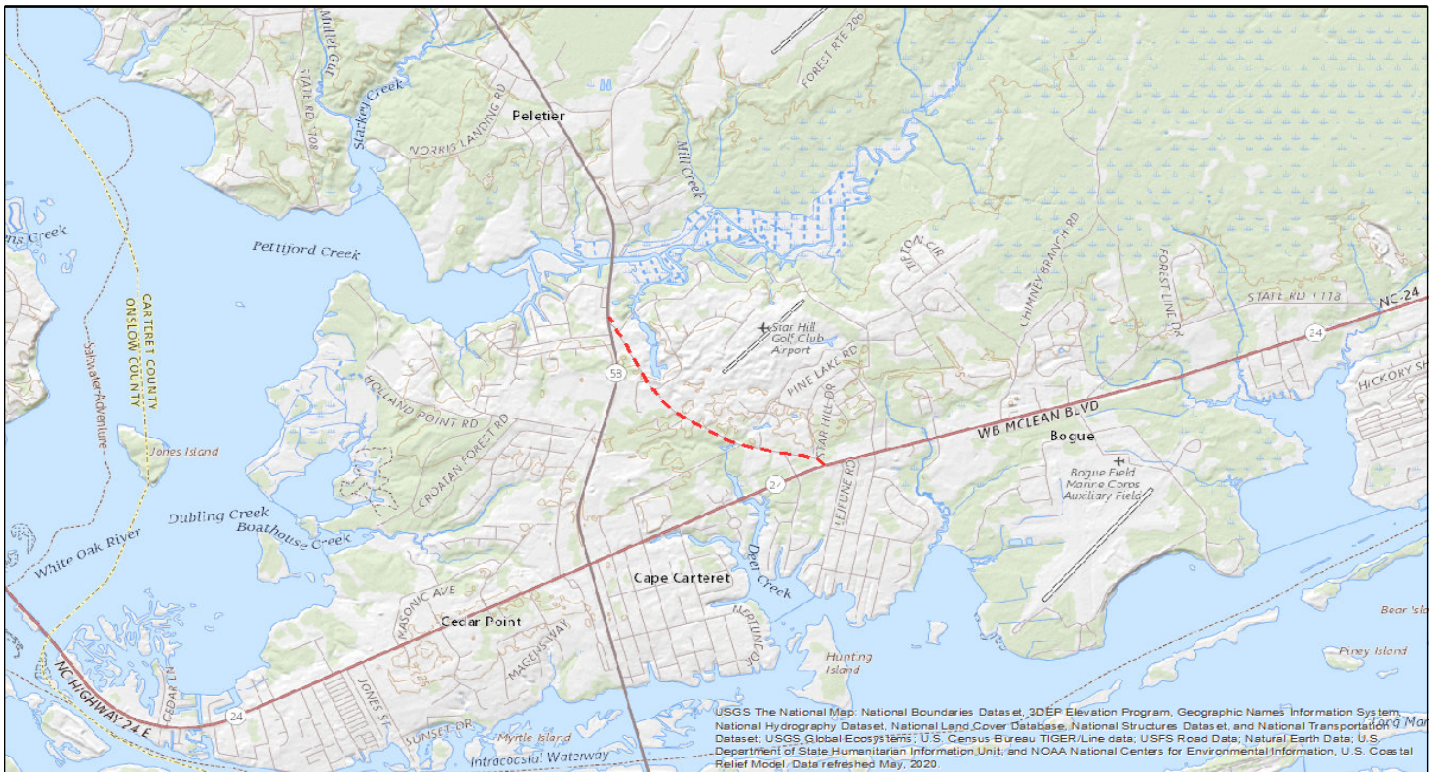
Construct one-lane roundabout at intersection of NC 58 and Taylor Notion Road. Add left turn lane from eastbound NC 24 to Taylor Notion Road.

Division(s): Division 2

County(s): Carteret

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 30.65 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 0.00 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.35	30.65
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		0
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)		0
Shoulder Width	Paved Shoulder Width Difference (100%)	2	43.2
Pavement Condition	Pavement Condition Rating (100%)	0	0

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	42
Length (miles):	1.33
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5,200
Volume (PADT):	5,500
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	15,800
Volume (PADT)/Capacity Ratio:	0.35
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	16
Crash Density (seg):	0.54
Crash Severity (seg):	7.81
Critical Crash Rate (seg):	0.34
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	277
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	42
Length (miles):	1.33
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$3,919,000	Cost Estimation Tool
Right-of-Way Cost:	\$790,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$4,709,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$4,709,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility within the Town of Cape Carteret.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191577

Mode: Highway

Status: Submitted

NC-43 BYP (Vanceboro Bypass)

From/Cross Street: NC 43 northwest of Vanceboro

Specific Improvement Type: 5 - Construct Roadway on New Location

To: US 17 north of Vanceboro

Project Category: Regional Impact

Length: 4.25

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$90,991,000

Description:

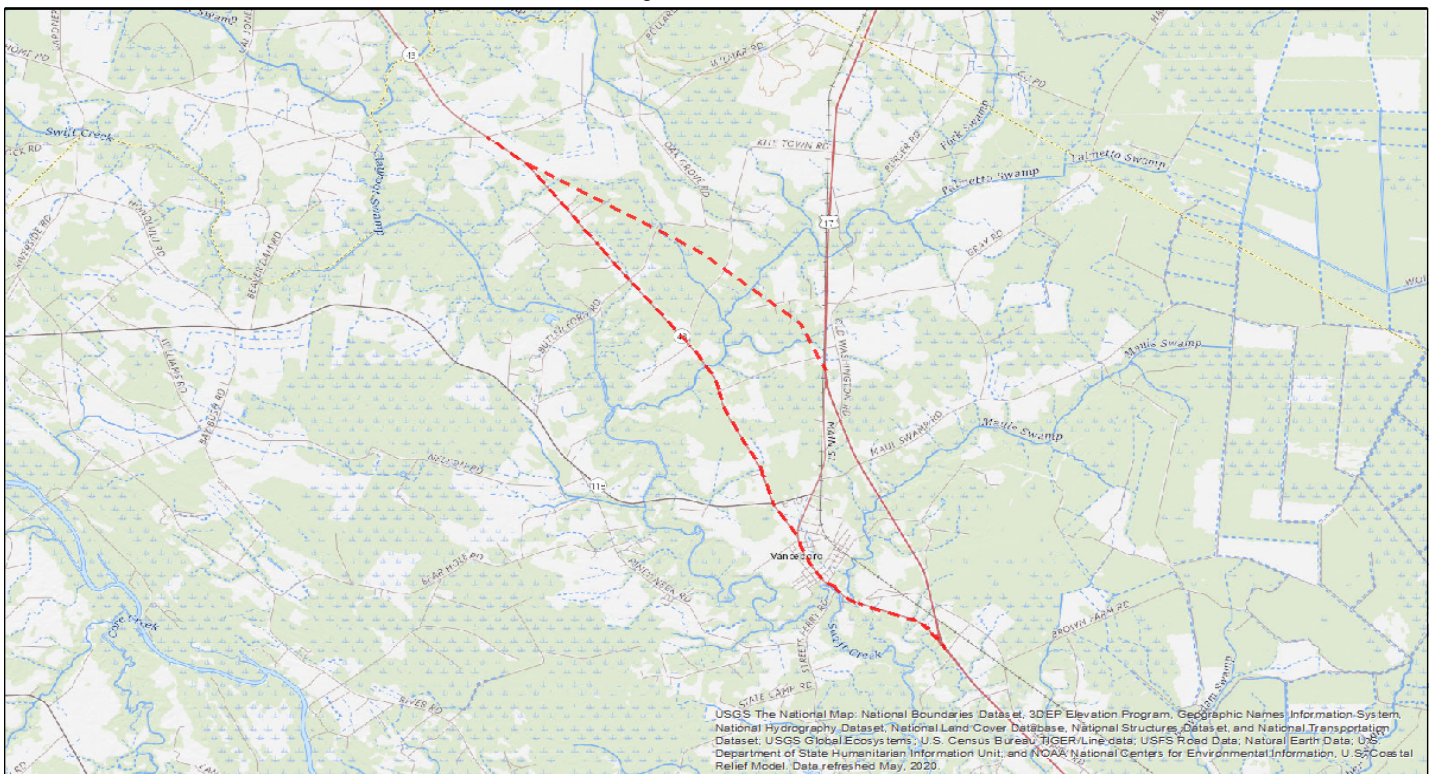
Construct new multi-lane highway on new location as a bypass of Vanceboro for NC 43.

Division(s): Division 2

County(s): Craven

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 0.74 Congestion REG (20%) 39.20 Benefit-Cost SW & REG (20%) In Progress Accessibility/Connectivity (10%) In Progress Freight (10%) 36.88	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 0.74 Congestion DIV (15%) 42.36 Benefit-Cost DIV (15%) In Progress Accessibility/Connectivity (5%) In Progress Freight (5%) 36.88	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.44	42.36
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.37	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	208	68.69
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	358.62	26.99
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	2	43.2
Pavement Condition	Pavement Condition Rating (100%)	20	61.85

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	51
Length (miles):	8.3
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	6,415.3
Volume (PADT):	6,764.56
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	15,547.51
Volume (PADT)/Capacity Ratio:	0.44
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	358.62
Total Crashes:	137
Crash Density (seg):	1.37
Crash Severity (seg):	4.62
Critical Crash Rate (seg):	0.52
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	192
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	80

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	51
Length (miles):	4.25
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Craven County CTP, scheduled to be adopted in 2020.
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$80,135,000	Cost Estimation Tool
Right-of-Way Cost:	\$9,440,000	Cost Estimation Tool
Utilities Cost:	\$1,416,000	Cost Estimation Tool
Total Project Cost:	\$90,991,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$90,991,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility on a key route between Greenville and New Bern. Improve safety on local roads in Vanceboro by removing through traffic.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H191587

Mode: Highway

Status: Submitted

US-17 ALT (Wilmington Highway)

From/Cross Street: NC 210

Specific Improvement Type: 4 - Upgrade Arterial to Superstreet

To: Dixon Estates Road

Project Category: Statewide Mobility

Length: 0.6

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$8,266,000

Description:

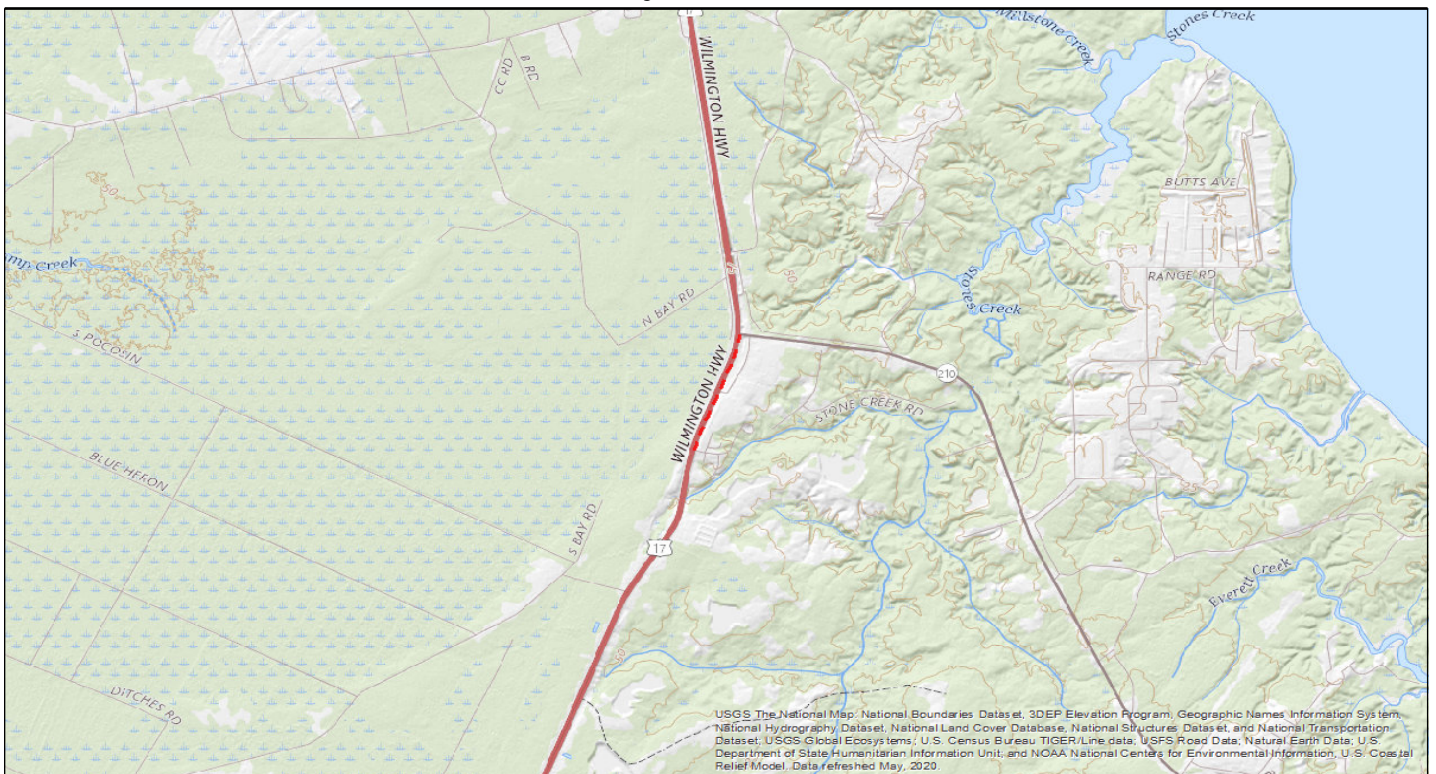
Upgrade roadway to a superstreet.

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Jacksonville Urban Area MPO, Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Benefit-Cost SW & REG (25%) Congestion SW (30%) Safety (10%) Economic Competitiveness (10%) Freight (25%)	In Progress 37.05 29.24 In Progress 73.22	N/A N/A
Totals: Weight: 100% Weighted Score: 0		

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Congestion REG (20%) Accessibility/Connectivity (10%) Freight (10%) Safety (10%) Benefit-Cost SW & REG (20%)	27.33 In Progress 73.22 29.24 In Progress	Percent: 15% Points: Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Accessibility/Connectivity (5%) Freight (5%) Safety (10%) Congestion DIV (15%) Benefit-Cost DIV (15%)	In Progress 73.22 29.24 17.61 In Progress	Percent: 25% Points: Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.24	17.61
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	5.12	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	225	77.16
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,389.5	75.17
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)		0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	35	86.08

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	55
Length (miles):	0.6
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	17,500
Volume (PADT):	18,000
Peak ADT (PADT) Factor:	1.03
Capacity (vpd):	75,800
Volume (PADT)/Capacity Ratio:	0.24
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	1,389.5
Total Crashes:	63
Crash Density (seg):	5.12
Crash Severity (seg):	4.38
Critical Crash Rate (seg):	1.37
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	175
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	65

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	0.6
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Jacksonville Urban Area MPO
Original Submitter:	Jacksonville Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Jacksonville Urban Area MPO	69%	0	0
Down East RPO	31%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$7,861,000	Cost Estimation Tool
Right-of-Way Cost:	\$352,000	Cost Estimation Tool
Utilities Cost:	\$53,000	Cost Estimation Tool
Total Project Cost:	\$8,266,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$8,266,000	

Project Purpose and Identified Needs

Primary Purpose: Convert intersections from NC 210 to Dixon Estates Road to a super street configuration. This area was specifically identified due to a fatal accident involving a high school student when leaving Dixon High School. The project's primary need is safety. This project will also continue the upgrade of US 17.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Modernization

SPOT ID: H192294

Mode: Highway

Status: Submitted

SR-1331 (White Oak River Road)

From/Cross Street: US 17

Specific Improvement Type: 16 - Modernize Roadway

To: Emmett Lane

Project Category: Division Needs

Length: 8.2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$13,403,000

Description:

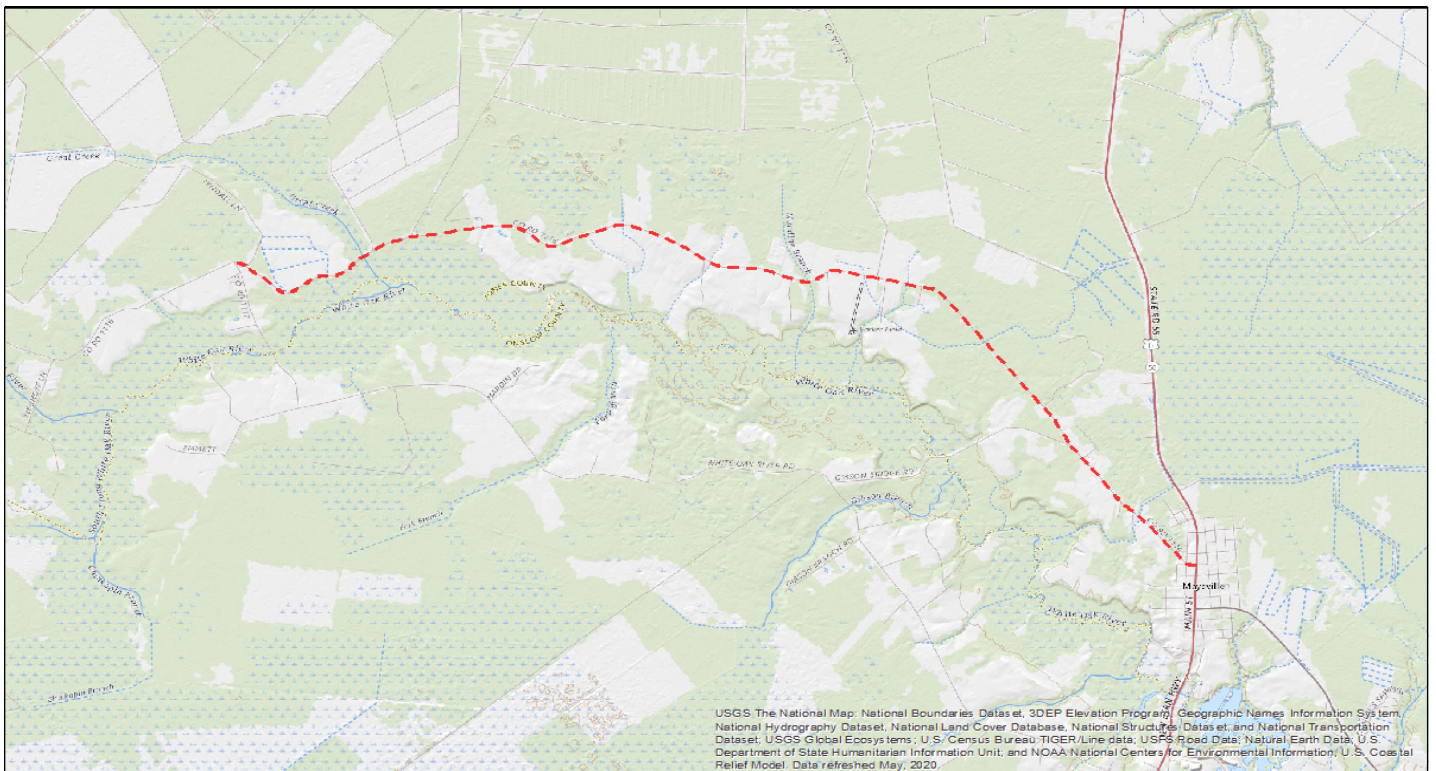
Modernize to 12-foot lanes and 2-foot paved shoulders.

Division(s): Division 2

County(s): Jones

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 30.14 Pavement (10%) 78.41 Lane Width (5%) 100.00 [Paved] Shoulder Width (10%) 0.00 Freight (5%) 0.00 Totals: Weight: 50% Weighted Score: 18.87	Percent: 25% Points:	Percent: 25% Points:

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.06	2.41
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.79	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	267	83.89
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	4	100
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	29	78.41

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	54
Length (miles):	8.2
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
Lane Width (ft):	8
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	867.38
Volume (PADT):	937.33
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15,500
Volume (PADT)/Capacity Ratio:	0.06
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	29
Crash Density (seg):	0.79
Crash Severity (seg):	10.83
Critical Crash Rate (seg):	0.36
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	133
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	71

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	54
Length (miles):	8.2
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Jones County CTP, 2016
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$13,403,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$13,403,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$13,403,000	

Project Purpose and Identified Needs

Primary Purpose: To increase safety and allow safe passing of opposing traffic on a key roadway in Jones County.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Modernization

SPOT ID: H192886

Mode: Highway

Status: Submitted

SR-1005 (Neuse Road)

From/Cross Street: SR 1108 (Scott's Store Road)

Specific Improvement Type: 16 - Modernize Roadway

To: SR 1117 (Seafarer Road)

Project Category: Division Needs

Length: 7.03

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$9,486,000

Description:

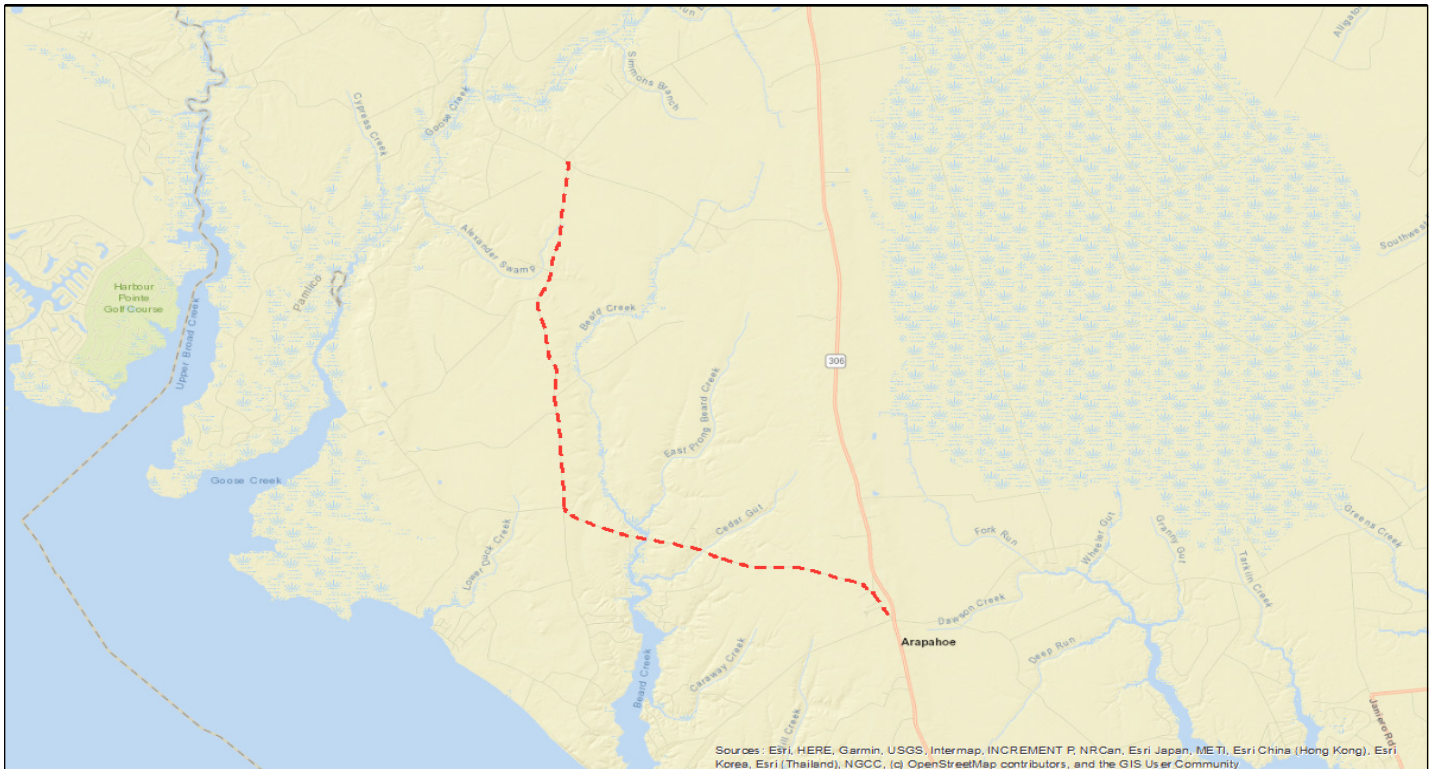
Modernize roadway through widening existing travel lanes to 12 ft wide; add 2-ft paved shoulders.

Division(s): Division 2

County(s): Pamlico

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score:

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (20%) 18.02 Pavement (10%) 39.47 Lane Width (5%) 94.52 [Paved] Shoulder Width (10%) 0.00 Freight (5%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 12.28		

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.06	2.41
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.1	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	171	48.67
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	11	39.47

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	54
Length (miles):	7.03
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Collector
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	904.42
Volume (PADT):	1,004.42
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	15,500
Volume (PADT)/Capacity Ratio:	0.06
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	39
Crash Density (seg):	1.1
Crash Severity (seg):	2.52
Critical Crash Rate (seg):	0.44
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	229
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	89

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	54
Length (miles):	7.03
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Pamlico County CTP, 2016
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$9,486,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$9,486,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$9,486,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility for an important roadway for the Town of Arapahoe and southern Pamlico County.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary - Mobility

SPOT ID: H193076

Mode: Highway

Status: Submitted

US-258 (Richlands Highway)

From/Cross Street: SR 1238 (Koonce Fork Road)

Specific Improvement Type: 14 - Closed Loop Signal System

To: SR 1003 (South Wilmington Street)

Project Category: Statewide Mobility

Length: 2.79

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$81,600

Description:

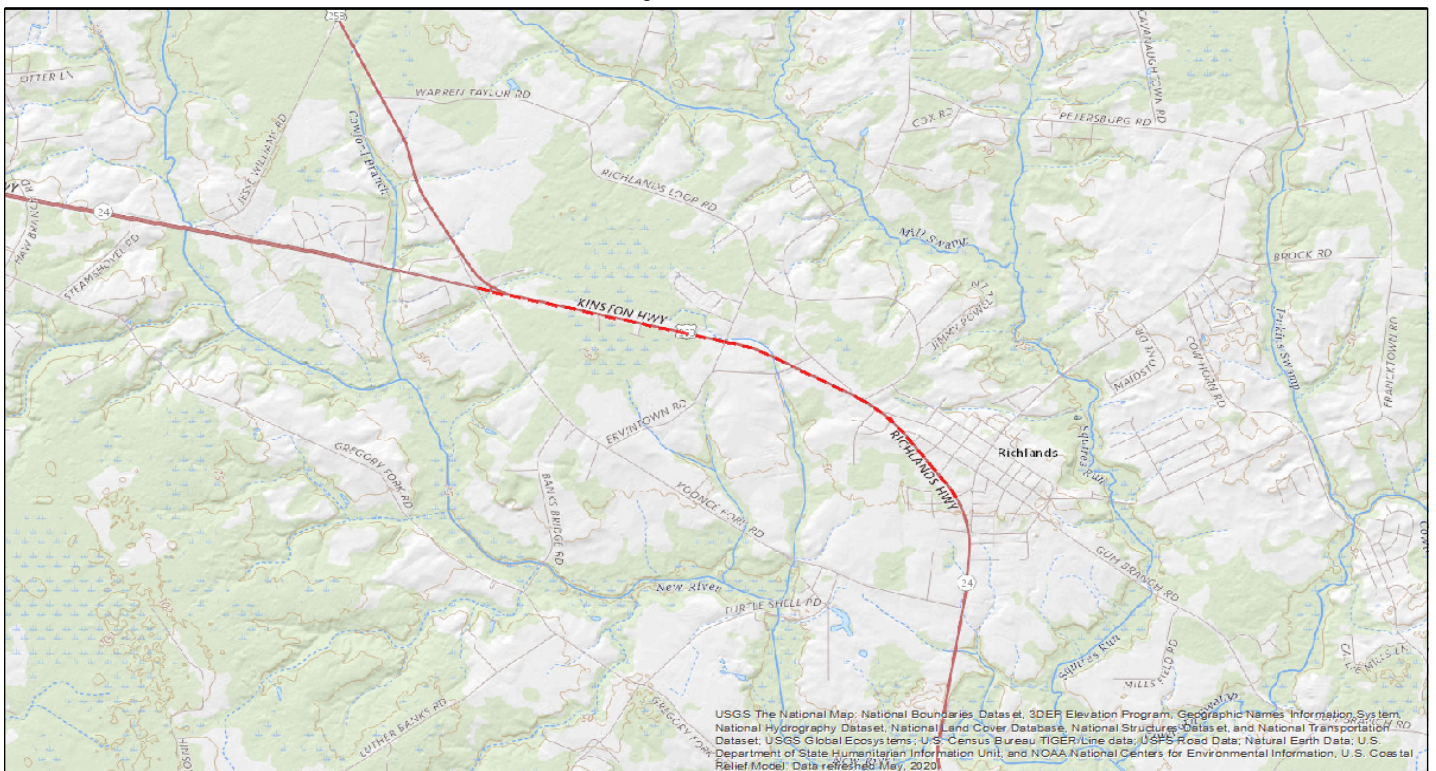
Upgrade 4 signals (3 existing and 1 new) to a closed loop system in Richlands.

Division(s): Division 3

County(s): Onslow

MPOS(s)/RPO(s): Down East RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	65.14	N/A	N/A
Safety (10%)	26.26		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	68.73		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	26.26	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	63.51		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility/Connectivity (10%)	In Progress		
Freight (10%)	68.73		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score:

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	26.26	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	61.88		
Benefit-Cost DIV (15%)	In Progress		
Accessibility/Connectivity (5%)	In Progress		
Freight (5%)	68.73		
Totals: Weight: 50% Weighted Score: 0			

Criteria Measures (Preliminary)

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.63	61.88
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.59	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	225	77.16
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,445.94	75.75
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	0	0

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	51
Length (miles):	2.79
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	19,434.72
Volume (PADT):	20,751.6
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	32,851.92
Volume (PADT)/Capacity Ratio:	0.63
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	1,445.94
Total Crashes:	166
Crash Density (seg):	1.59
Crash Severity (seg):	3.69
Critical Crash Rate (seg):	1
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	175
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	51
Length (miles):	2.79
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 3
Original Submitter:	Division 3

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 3	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$145,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$145,000	
Other Funding:	\$63,400	Developer Portion
Cost to NCDOT :	\$81,600	

Project Purpose and Identified Needs

Primary Purpose: An additional signal between two existing signals is being added which will require a closed loop system.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



Status: Submitted

TIP #:

Cost to NCDOT: \$0

MPO(s)/RPO(s) :

USGS The National Map, National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coast Relief Model. Data refreshed May 2020.

Statewide Mobility Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Craven County CTP, (estimated adoption 2020)
Right-of-Way Owner:	Norfolk Southern
Rail Operator:	Norfolk Southern
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$0
Source of Cost Estimation:	N/A

Project Ownership

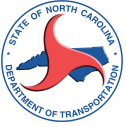
Division			
Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Improve rail mobility and eliminate rail/auto collisions at location. Improve auto mobility by allowing for US 17 widening to multi-lanes.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: R171550

Mode: Rail

Status: Submitted

NS/NCRR EC Line

Location: From existing crossing of NS/NCRR EC Line and Chatham Street north to end of Howard Boulevard in Newport, Carteret County.

Specific Improvement Type: 3 - Highway-rail crossing improvement (point)

Project Category: Statewide Mobility

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

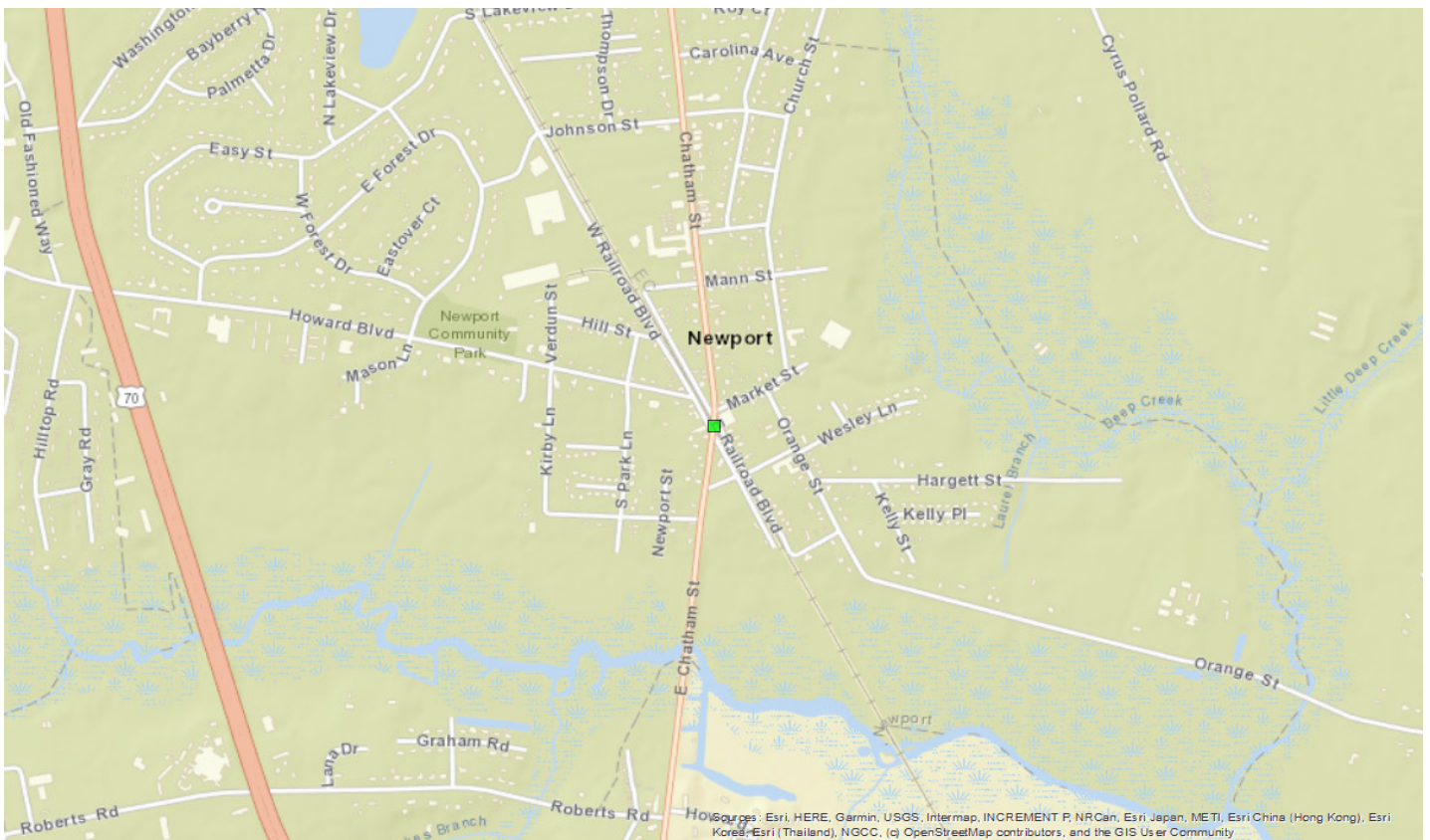
Construction of new at-grade crossing at SR 1124 (Howard Boulevard) and extension to Orange Street. Project will close existing E Chatham Street at-grade crossing (Crossing # 722 664H) in Newport. Reconfigure adjacent street network as needed.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Statewide Mobility Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Right-of-Way Owner:	North Carolina Railroad
Rail Operator:	Norfolk Southern
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$0
Source of Cost Estimation:	N/A

Project Ownership

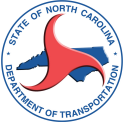
Division			
Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Improve rail and vehicular safety and mobility. Project would simplify rail line crossing and reduce auto/train conflict points.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: R171837

Mode: Rail

Status: Submitted

Camp Lejeune Railroad (CPLJ)

Location: Crossing of CPLJ rail line and Lake Road southwest of Havelock in Craven County.

Specific Improvement Type: 3 - Highway-rail crossing improvement (point)

Project Category: Statewide Mobility

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

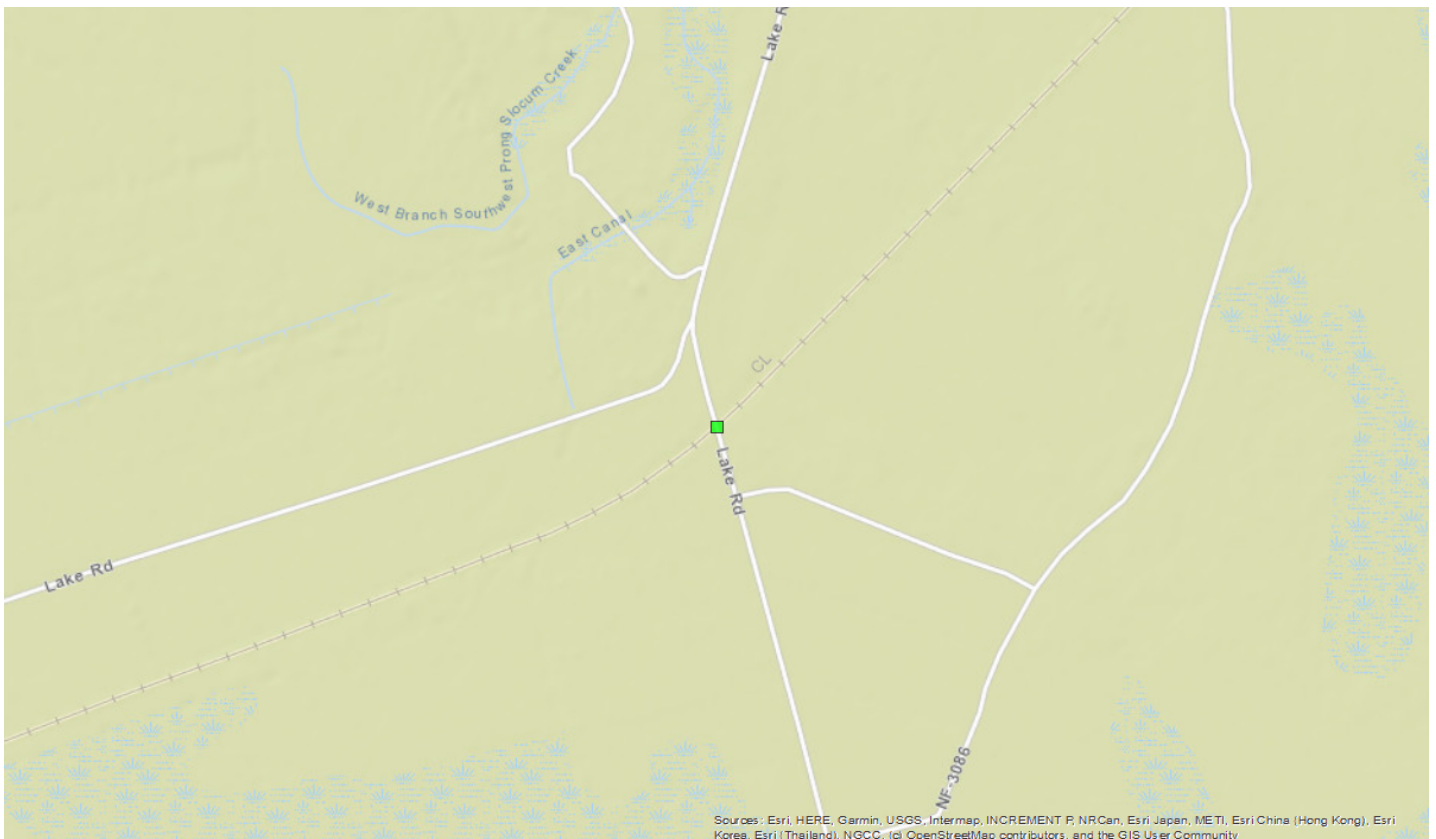
Construction of grade separation at SR 1756 (Lake Road) and closure of existing at-grade crossing (Crossing # 722 882P) near Havelock.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Statewide Mobility Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
	Percent: 15% Points: 0	Percent: 15% Points: 0
Totals: Weight: 0% Weighted Score: 0		

Division Needs Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
	Percent: 25% Points: 0	Percent: 25% Points: 0
Totals: Weight: 0% Weighted Score: 0		

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Right-of-Way Owner:	United States Army
Rail Operator:	Norfolk Southern
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$0
Source of Cost Estimation:	N/A

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility for rail and vehicular traffic.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 6.0 Project Summary

SPOT ID: R192884

Mode: Rail

Status: Submitted

NCRR EC Line

Location: New rail line from the Port of Morehead City to Havelock.

Specific Improvement Type: 1 - Freight rail corridor improvement or construction (line)

Project Category: Statewide Mobility

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$257,370,000

Description:

Construct a new rail line from the Port of Morehead City east across the Newport River to Cherry Point MCAS in Havelock.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structure Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed May, 2020.

Statewide Mobility Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	N.C. Comprehensive State Rail Plan (being updated; last adopted in 2015)
Right-of-Way Owner:	NCRR
Rail Operator:	Norfolk Southern
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$257,370,000
Total Project Cost:	\$257,370,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$257,370,000
Source of Cost Estimation:	Track Relocation Feasibility Study (adjusted for inflation)

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Improve freight connectivity and capacity at Port of Morehead City; provide a freight rail connection between Cherry Point Marine Corps Air Station and the Port. Reduce or eliminate freight rail traffic through much of Newport and Morehead City; reduce auto/rail conflicts.

Note that if the project has been submitted for P6.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.