



NCDOT Prioritization 4.0 Project Summary

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: \$23,942,000

Description:

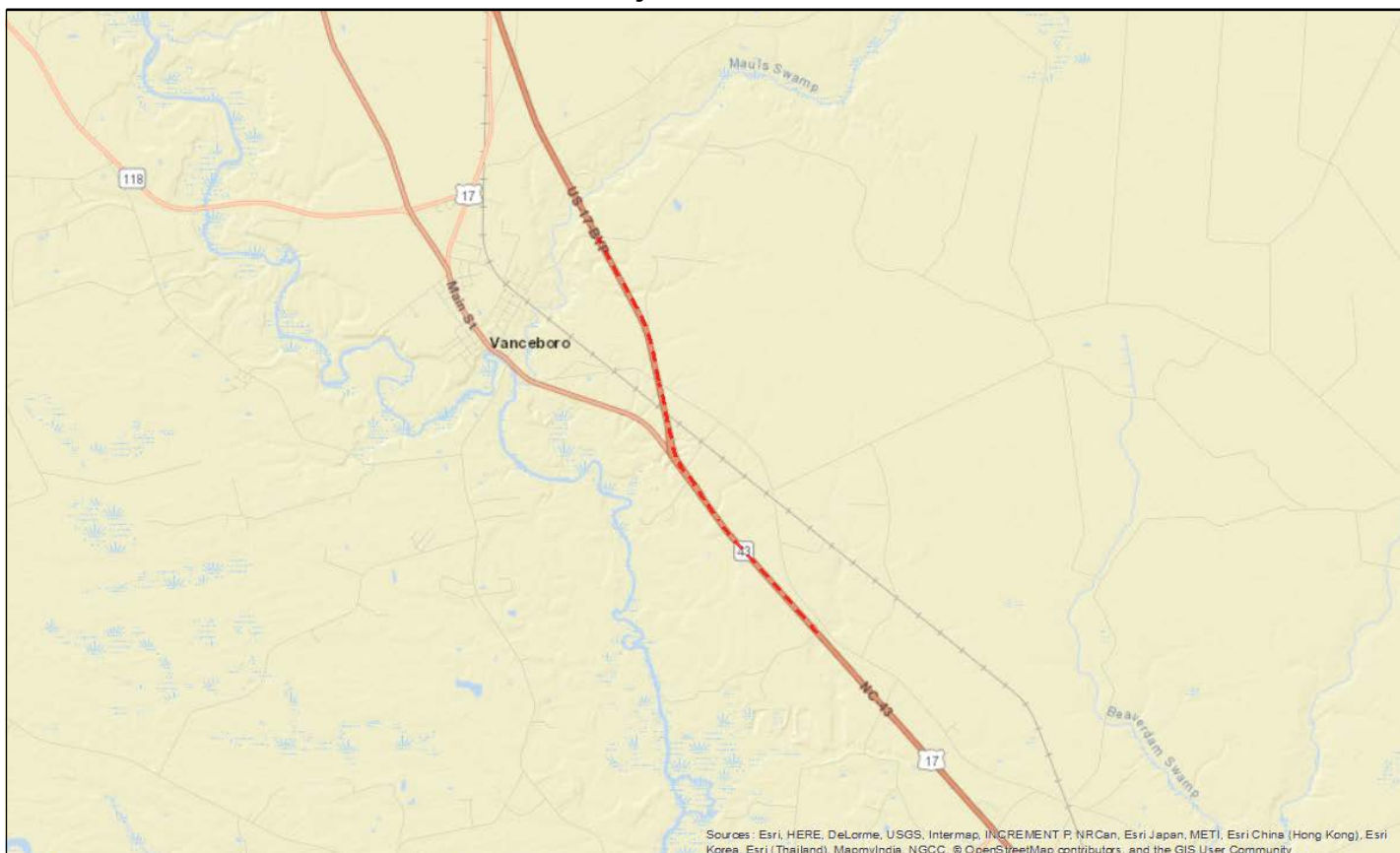
Widen to Multi-Lanes.

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%)	45.26	N/A	N/A
Safety (10%)	50.05		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	69.32		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	50.05	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	48.92		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility-Connectivity (10%)	In Progress		
Freight (10%)	69.32		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

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%)	69.32		
Safety (10%)	50.05		
Congestion DIV (15%)	52.58		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.53	52	Accessibility / Connectivity	County Economic Indicator (50%)	184	74
	Volume (SW 40%, REG 20%, DIV 0%)	8163.8	34		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	865.71	53
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	60.85	76		Distance to Freight Terminal (20%)	26.12	
	Crash Severity (33%)	57.98	15	Multimodal	Distance to Multimodal Terminal (60%)	12.14	
	Critical Crash Rate (33%)	50.13	19		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	0	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	93	28
	Long-term Jobs (50%)						

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):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	7136.9
Volume (PADT):	8163.8
Peak ADT (PADT) Factor:	1.14
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.53
% Autos:	88%
% Trucks:	12%
Truck Volume (AADTT):	865.71
Crash Density (seg):	60.85
Crash Severity (seg):	57.98
Critical Crash Rate (seg):	50.13
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:	184
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	93

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
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Cherry Point Marine Corps Air Station
Distance to Freight Terminal (miles):	26.12
Nearest Multimodal Passenger Terminal :	New Bern Amtrak Bus Station
Distance to Multimodal Terminal (miles):	12.14
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Evacuation Route	Yes
Submitted by:	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:	\$19,990,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,529,000	Cost Estimation Tool
Utilities Cost:	\$423,000	Cost Estimation Tool
Total Project Cost:	\$23,942,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$23,942,000	



NCDOT Prioritization 4.0 Project Summary

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: \$15,898,000

Description:

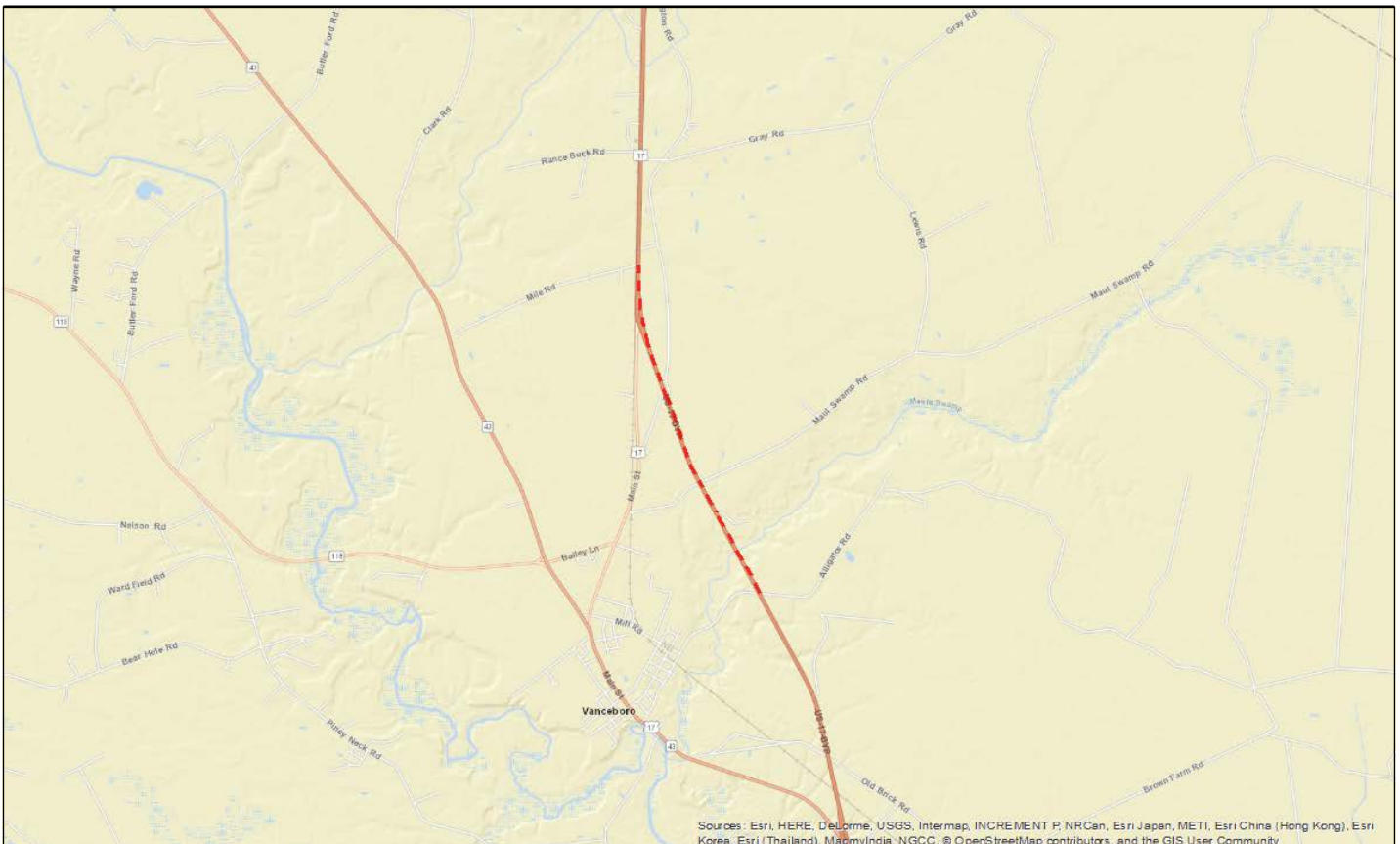
Widen to Multi-Lanes.

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%)	30.57	N/A	N/A
Safety (10%)	78.17		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	68.26		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	78.17	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	32.91		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility-Connectivity (10%)	In Progress		
Freight (10%)	68.26		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	78.17	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	35.25		
Benefit-Cost DIV (15%)	In Progress		
Accessibility-Connectivity (5%)	In Progress		
Freight (5%)	68.26		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.38	35	Accessibility / Connectivity	County Economic Indicator (50%)	184	74
	Volume (SW 40%, REG 20%, DIV 0%)	5943.68	23		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	725.86	45
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	76.46	90		Distance to Freight Terminal (20%)	25.8	
	Crash Severity (33%)	84.58	76	Multimodal	Distance to Multimodal Terminal (60%)	15.26	
	Critical Crash Rate (33%)	68.2	62		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	1	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	97	13
	Long-term Jobs (50%)						

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):	12
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	5158.91
Volume (PADT):	5943.68
Peak ADT (PADT) Factor:	1.15
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.38
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	725.86
Crash Density (seg):	76.46
Crash Severity (seg):	84.58
Critical Crash Rate (seg):	68.2
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:	184
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	97

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Global Transpark
Distance to Freight Terminal (miles):	25.8
Nearest Multimodal Passenger Terminal :	New Bern Amtrak Bus Station
Distance to Multimodal Terminal (miles):	15.26
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Evacuation Route	Yes
Submitted by:	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:	\$13,388,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,241,000	Cost Estimation Tool
Utilities Cost:	\$269,000	Cost Estimation Tool
Total Project Cost:	\$15,898,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$15,898,000	



NCDOT Prioritization 4.0 Project Summary

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: \$33,199,000

Description:

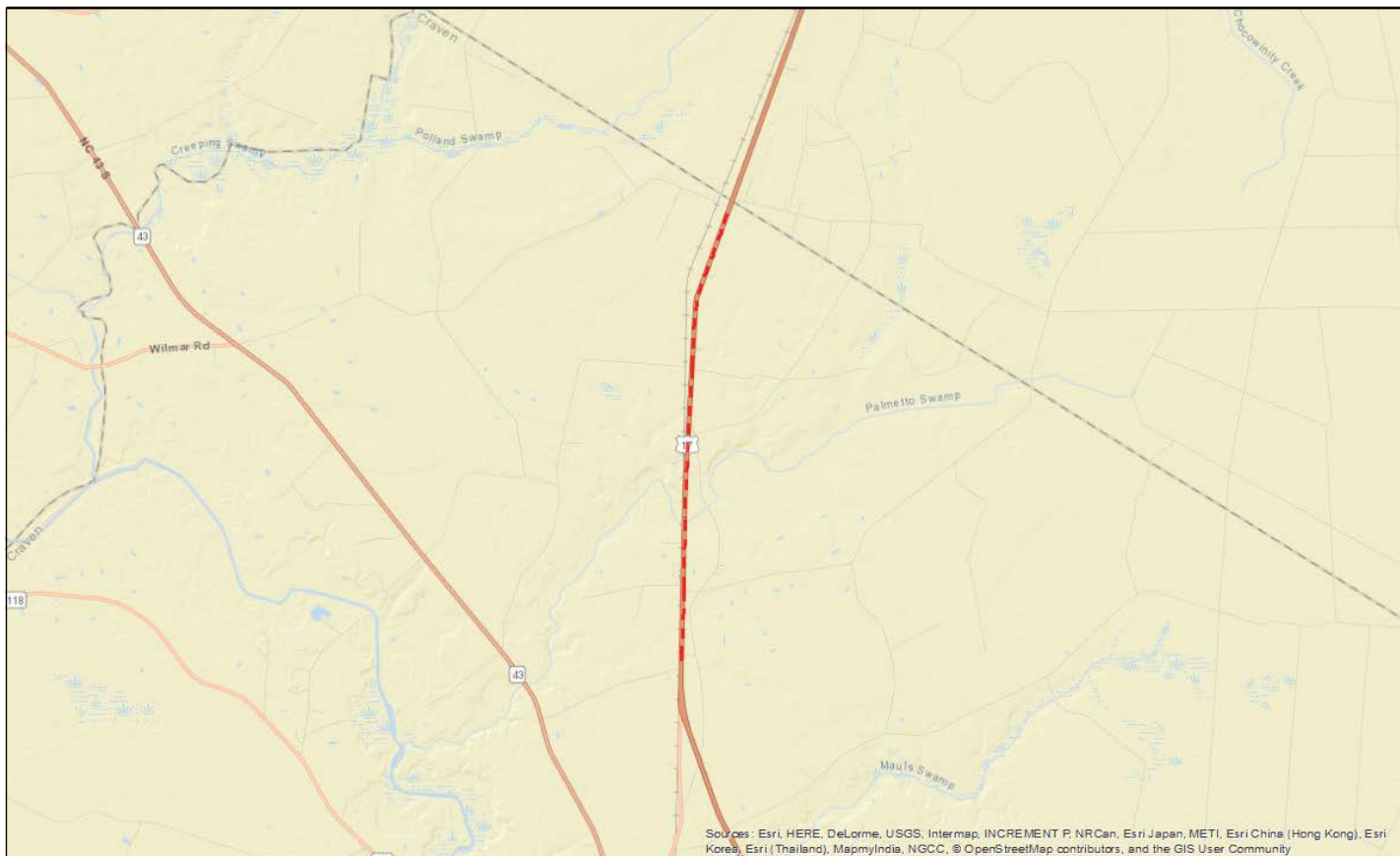
Widen to Multi-Lanes.

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
Safety (10%)	74.93	N/A	N/A
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	74.52		
Congestion SW (30%)	35.75		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	74.93	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	38.46		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility-Connectivity (10%)	In Progress		
Freight (10%)	74.52		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	74.93	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	41.17		
Benefit-Cost DIV (15%)	In Progress		
Accessibility-Connectivity (5%)	In Progress		
Freight (5%)	74.52		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.43	41	Accessibility / Connectivity	County Economic Indicator (50%)	184	74
	Volume (SW 40%, REG 20%, DIV 0%)	6639.36	27		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	904.18	56
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	75.72	90		Distance to Freight Terminal (20%)	25.8	
	Crash Severity (33%)	68.57	42	Multimodal	Distance to Multimodal Terminal (60%)	13.33	
	Critical Crash Rate (33%)	65.96	51		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	1	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	2	48
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	86	48
	Long-term Jobs (50%)						

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):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5976.06
Volume (PADT):	6639.36
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.43
% Autos:	85%
% Trucks:	15%
Truck Volume (AADTT):	904.18
Crash Density (seg):	75.72
Crash Severity (seg):	68.57
Critical Crash Rate (seg):	65.96
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:	184
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):	3.95
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Global Transpark
Distance to Freight Terminal (miles):	25.8
Nearest Multimodal Passenger Terminal :	Warren Field
Distance to Multimodal Terminal (miles):	13.33
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Evacuation Route	Yes
Submitted by:	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:	\$24,371,000	Cost Estimation Tool
Right-of-Way Cost:	\$7,882,000	Cost Estimation Tool
Utilities Cost:	\$946,000	Cost Estimation Tool
Total Project Cost:	\$33,199,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$33,199,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090128-CA

Mode: Highway

Status: Submitted

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-2553 D

Fully Funded in Draft STIP? No

Cost to NCDOT: \$38,531,000

Description:

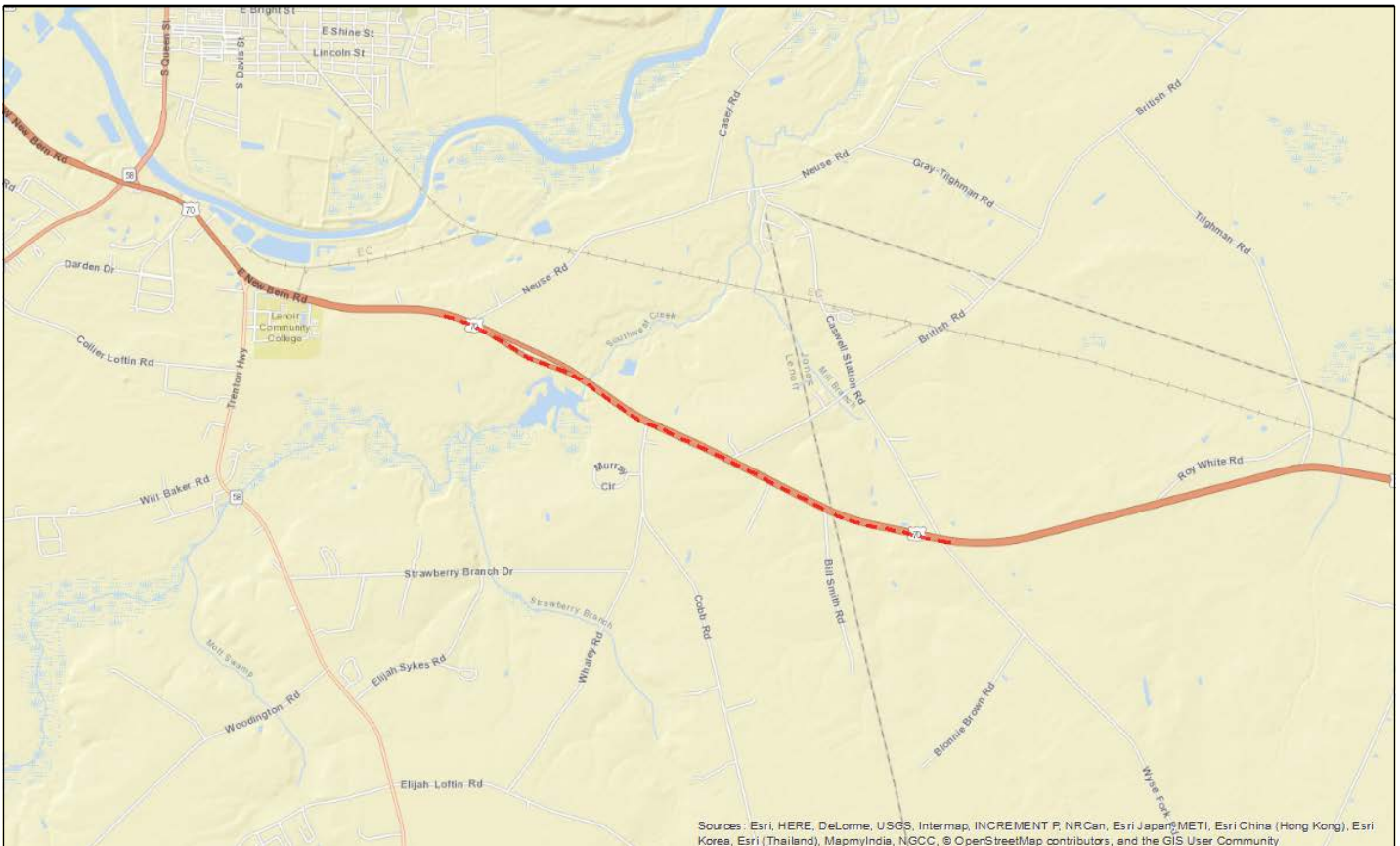
Upgrade Roadway to Freeway.

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%)	34.26	N/A	N/A
Safety (10%)	51.54		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	81.96		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	51.54	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	25.38		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility-Connectivity (10%)	In Progress		
Freight (10%)	81.96		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	51.54	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	16.50		
Benefit-Cost DIV (15%)	In Progress		
Accessibility-Connectivity (5%)	In Progress		
Freight (5%)	81.96		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.22	16	Accessibility / Connectivity	County Economic Indicator (50%)	97	90
	Volume (SW 40%, REG 20%, DIV 0%)	15587.58	60		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	1789.96	75
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	65.25	79		Distance to Freight Terminal (20%)	6.59	
	Crash Severity (33%)	66.68	29	Multimodal	Distance to Multimodal Terminal (60%)	1.68	
	Critical Crash Rate (33%)	51.09	20		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	1	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	2	48
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	62	93
	Long-term Jobs (50%)						

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):	11
Paved Shoulder Width (ft):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	13632.58
Volume (PADT):	15587.58
Peak ADT (PADT) Factor:	1.14
Capacity (vpd):	72299.85
Volume (PADT)/Capacity Ratio:	0.22
% Autos:	87%
% Trucks:	13%
Truck Volume (AADTT):	1789.96
Crash Density (seg):	65.25
Crash Severity (seg):	66.68
Critical Crash Rate (seg):	51.09
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:	97
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	62

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Global Transpark
Distance to Freight Terminal (miles):	6.59
Nearest Multimodal Passenger Terminal :	Kinston Amtrak Bus Station
Distance to Multimodal Terminal (miles):	1.68
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Kinston CTP
CTP/LRTP Completion Year:	2007
Evacuation Route	Yes
Submitted by:	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
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:	\$36,985,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,380,000	Cost Estimation Tool
Utilities Cost:	\$166,000	Cost Estimation Tool
Total Project Cost:	\$38,531,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$38,531,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090128-CB

Mode: Highway

Status: Submitted

US-70

From/Cross Street: East of SR 1002 (Wyse Fork Road)

To: Existing Freeway near Dover

Length: 3.28

Specific Improvement Type: 3 - Upgrade Expressway to Freeway

Project Category: Statewide Mobility

TIP#: R-2553 E

Fully Funded in Draft STIP? No

Cost to NCDOT: \$42,634,000

Description:

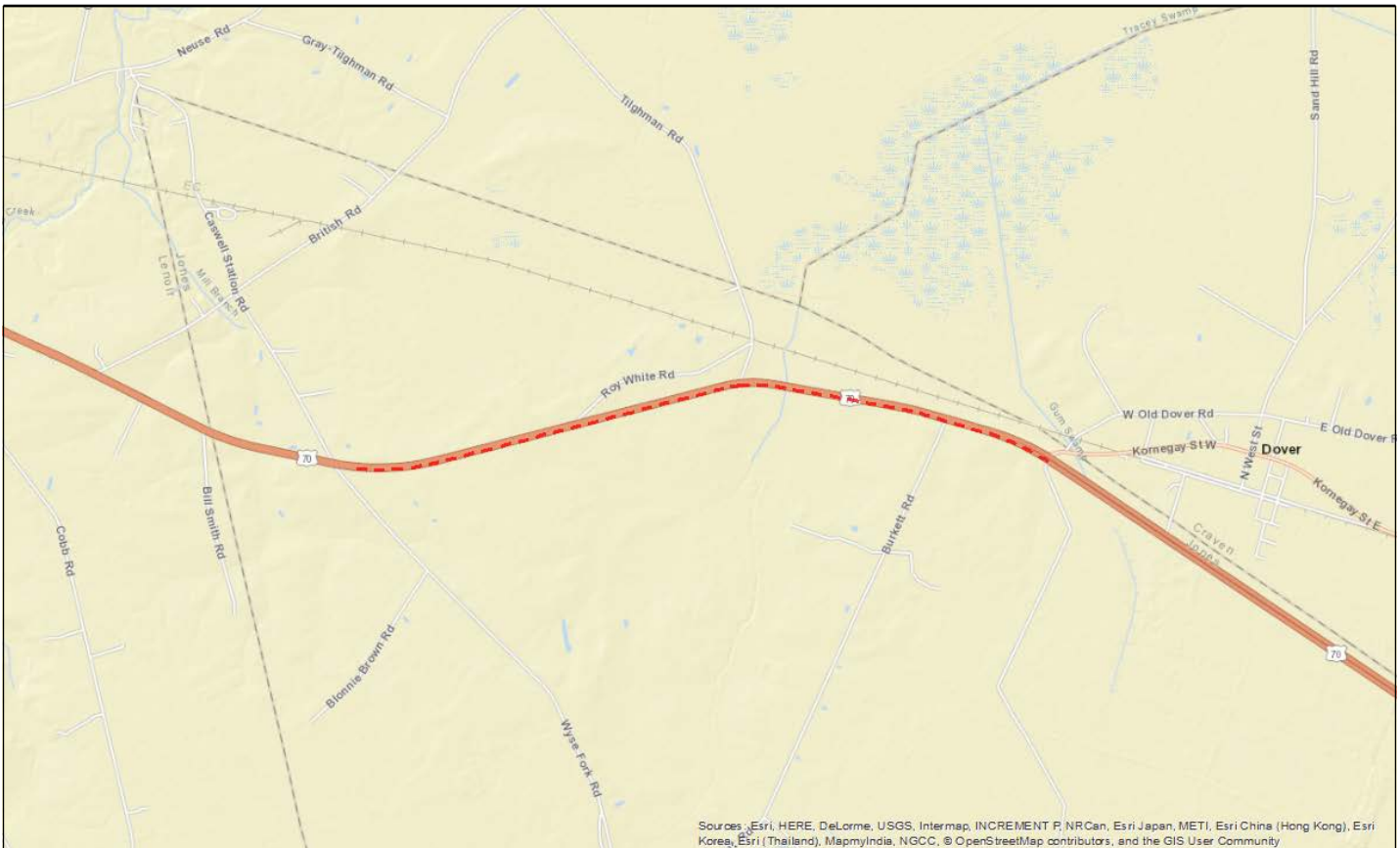
Upgrade Roadway to Freeway.

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
Congestion SW (30%)	29.11	N/A	N/A
Safety (10%)	71.52		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	80.30		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	71.52	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	21.10		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility-Connectivity (10%)	In Progress		
Freight (10%)	80.30		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	71.52	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	13.08		
Benefit-Cost DIV (15%)	In Progress		
Accessibility-Connectivity (5%)	In Progress		
Freight (5%)	80.30		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.18	13	Accessibility / Connectivity	County Economic Indicator (50%)	155	80
	Volume (SW 40%, REG 20%, DIV 0%)	13000	53		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	1486.1	71
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	84.76	94		Distance to Freight Terminal (20%)	8.97	
	Crash Severity (33%)	57.47	15	Multimodal	Distance to Multimodal Terminal (60%)	4.54	
	Critical Crash Rate (33%)	89.84	90		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	2	48
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	82	60
	Long-term Jobs (50%)						

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):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	11000
Volume (PADT):	13000
Peak ADT (PADT) Factor:	1.18
Capacity (vpd):	71700
Volume (PADT)/Capacity Ratio:	0.18
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	1486.1
Crash Density (seg):	84.76
Crash Severity (seg):	57.47
Critical Crash Rate (seg):	89.84
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:	155
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	82

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Global Transpark
Distance to Freight Terminal (miles):	8.97
Nearest Multimodal Passenger Terminal :	Kinston Amtrak Bus Station
Distance to Multimodal Terminal (miles):	4.54
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Kinston CTP
CTP/LRTP Completion Year:	2007
Evacuation Route	Yes
Submitted by:	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:	\$41,088,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,380,000	Cost Estimation Tool
Utilities Cost:	\$166,000	Cost Estimation Tool
Total Project Cost:	\$42,634,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$42,634,000	



NCDOT Prioritization 4.0 Project Summary

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: \$12,043,000

Description:

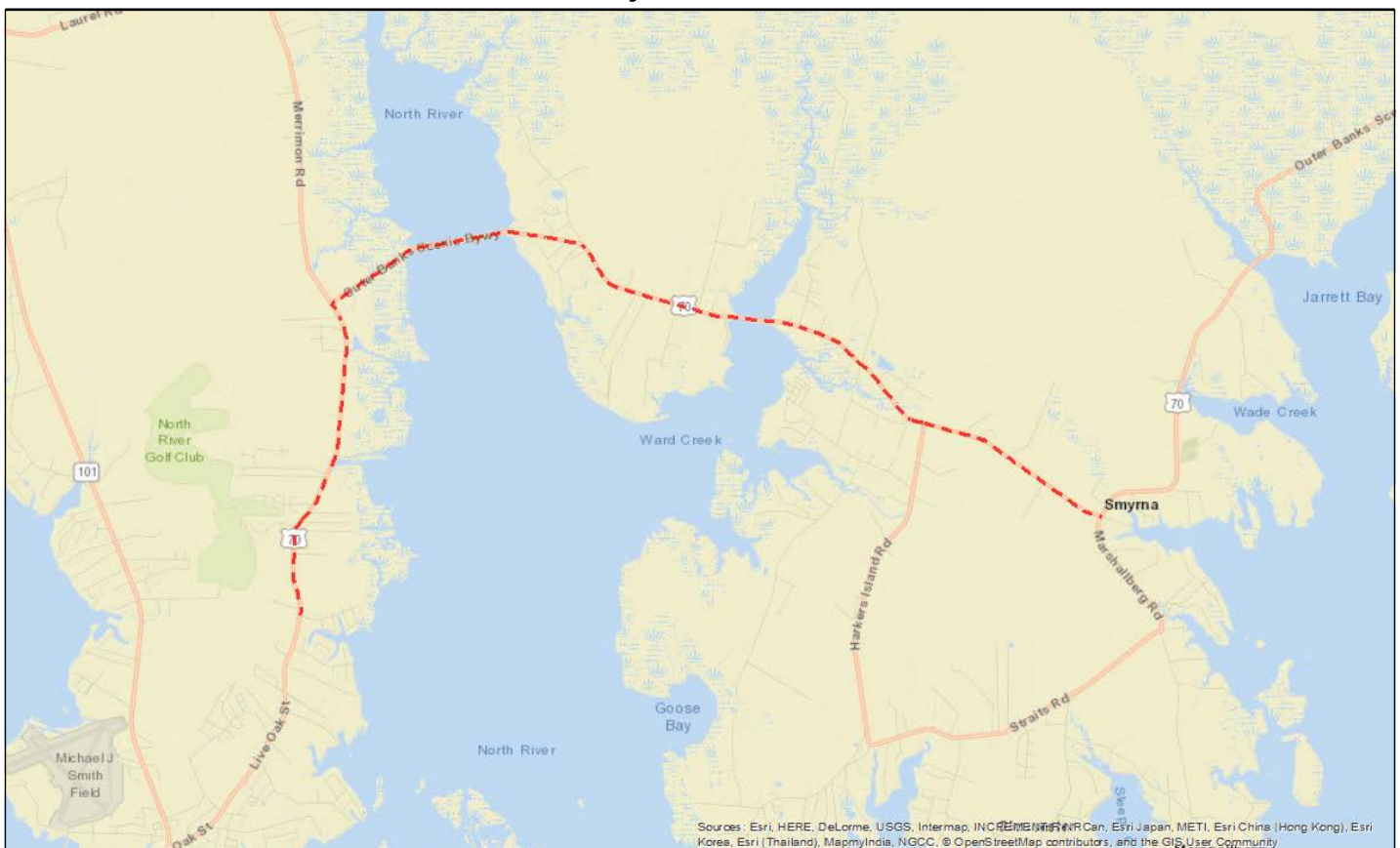
Upgrade Existing Roadway.

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
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 82.63 Congestion REG (20%) 51.84 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: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 82.63 Congestion DIV (15%) 55.58 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

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.56	55	Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Volume (SW 40%, REG 20%, DIV 0%)	8710.71	36		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	481.55	28
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	84.63	94		Distance to Freight Terminal (20%)	4.63	
	Crash Severity (33%)	76.43	58	Multimodal	Distance to Multimodal Terminal (60%)	1.66	
	Critical Crash Rate (33%)	68.66	63		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	4	93
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	97	13
	Long-term Jobs (50%)						

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):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	8418.71
Volume (PADT):	8710.71
Peak ADT (PADT) Factor:	1.03
Capacity (vpd):	15530.91
Volume (PADT)/Capacity Ratio:	0.56
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	481.55
Crash Density (seg):	84.63
Crash Severity (seg):	76.43
Critical Crash Rate (seg):	68.66
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:	305
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	97

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Port of Morehead City
Distance to Freight Terminal (miles):	4.63
Nearest Multimodal Passenger Terminal :	Michael J Smith Field Airport
Distance to Multimodal Terminal (miles):	1.66
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Carteret County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	Yes
Submitted by:	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:	\$12,043,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$12,043,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$12,043,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090781-A

Mode: Highway

Status: Submitted

NC-55

From/Cross Street: NC 304

Specific Improvement Type: 16 - Modernize Roadway

To: Alligator Creek

Project Category: Regional Impact

Length: 2.33

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,483,000

Description:

Utility Relocation, Modernization, Widen and Resurface, and intersection Improvements.

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
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 51.27 Congestion REG (20%) 26.12 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 26.18	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 51.27 Congestion DIV (15%) 27.83 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 26.18	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.32	27	Accessibility / Connectivity	County Economic Indicator (50%)	240	47
	Volume (SW 40%, REG 20%, DIV 0%)	5110.45	19		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	264.11	10
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	70.14	85		Distance to Freight Terminal (20%)	11.51	
	Crash Severity (33%)	82.59	72	Multimodal	Distance to Multimodal Terminal (60%)	11.44	
	Critical Crash Rate (33%)	43.91	13		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	2	48
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	66	90
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	35
Length (miles):	2.33
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):	4775.95
Volume (PADT):	5110.45
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	15835.92
Volume (PADT)/Capacity Ratio:	0.32
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	264.11
Crash Density (seg):	70.14
Crash Severity (seg):	82.59
Critical Crash Rate (seg):	43.91
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:	240
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	66

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	2.33
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Minnesott Beach Ferry Terminal
Distance to Freight Terminal (miles):	11.51
Nearest Multimodal Passenger Terminal :	Minnesott Beach Ferry Terminal
Distance to Multimodal Terminal (miles):	11.44
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Pamlico County CTP
CTP/LRTP Completion Year:	2012
Evacuation Route	No
Submitted by:	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:	\$2,483,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$2,483,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$2,483,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H111205-C

Mode: Highway

Status: Submitted

NC-210

From/Cross Street: South of SR 1518 (Old Folkstone Rd)

Specific Improvement Type: 16 - Modernize Roadway

To: SR 1568 (New River Inlet Rd)

Project Category: Regional Impact

Length: 2.38

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$8,852,000

Description:

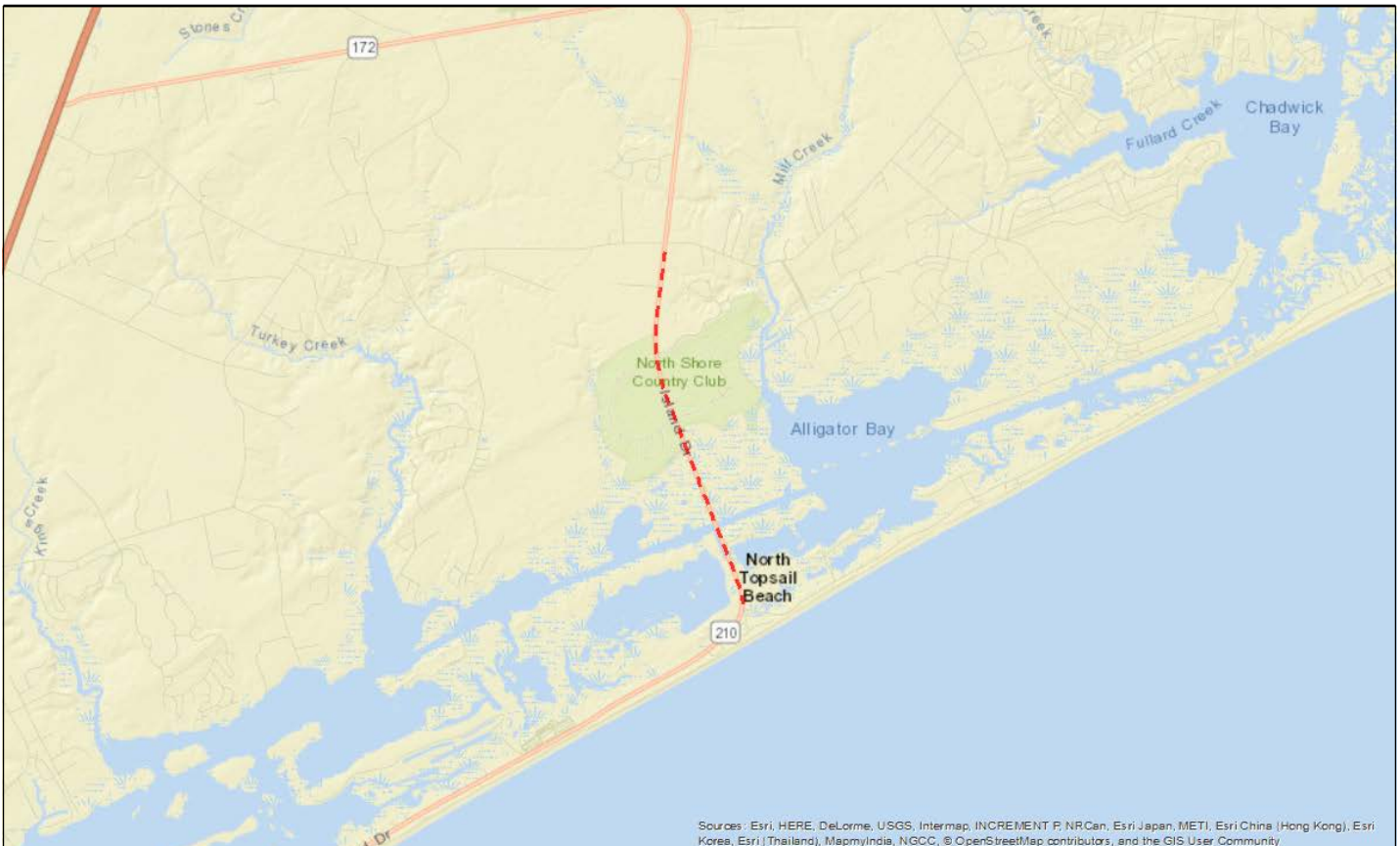
Add turn lanes, shoulders and greenway

Division(s): Division 3

County(s): ONSLOW

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

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 0

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

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 52.63 Congestion REG (20%) 41.13 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 9.04	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 52.63 Congestion DIV (15%) 43.92 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 9.04	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.46	43	Accessibility / Connectivity	County Economic Indicator (50%)	197	67
	Volume (SW 40%, REG 20%, DIV 0%)	7184.56	29		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	203.53	6
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	74.8	89		Distance to Freight Terminal (20%)	3.78	
	Crash Severity (33%)	68.8	43	Multimodal	Distance to Multimodal Terminal (60%)	3.78	
	Critical Crash Rate (33%)	55.16	26		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	2	48
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	97	13
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	55
Length (miles):	2.38
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):	6003.8
Volume (PADT):	7184.56
Peak ADT (PADT) Factor:	1.2
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.46
% Autos:	97%
% Trucks:	3%
Truck Volume (AADTT):	203.53
Crash Density (seg):	74.8
Crash Severity (seg):	68.8
Critical Crash Rate (seg):	55.16
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:	197
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	97

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	2.38
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor 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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	3.78
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	3.78
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Topsail Area CTP
CTP/LRTP Completion Year:	2009
Evacuation Route	No
Submitted by:	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
Jacksonville Urban Area MPO	77%	0	0
Down East RPO	23%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$8,852,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$8,852,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$8,852,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H140016

Mode: Highway

Status: Submitted

US-70 (Live Oak Street)

From/Cross Street: NC 101

Specific Improvement Type: 11 - Access Management

To: SR 1429 (Olga Road)

Project Category: Regional Impact

Length: 2.08

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$20,446,000

Description:

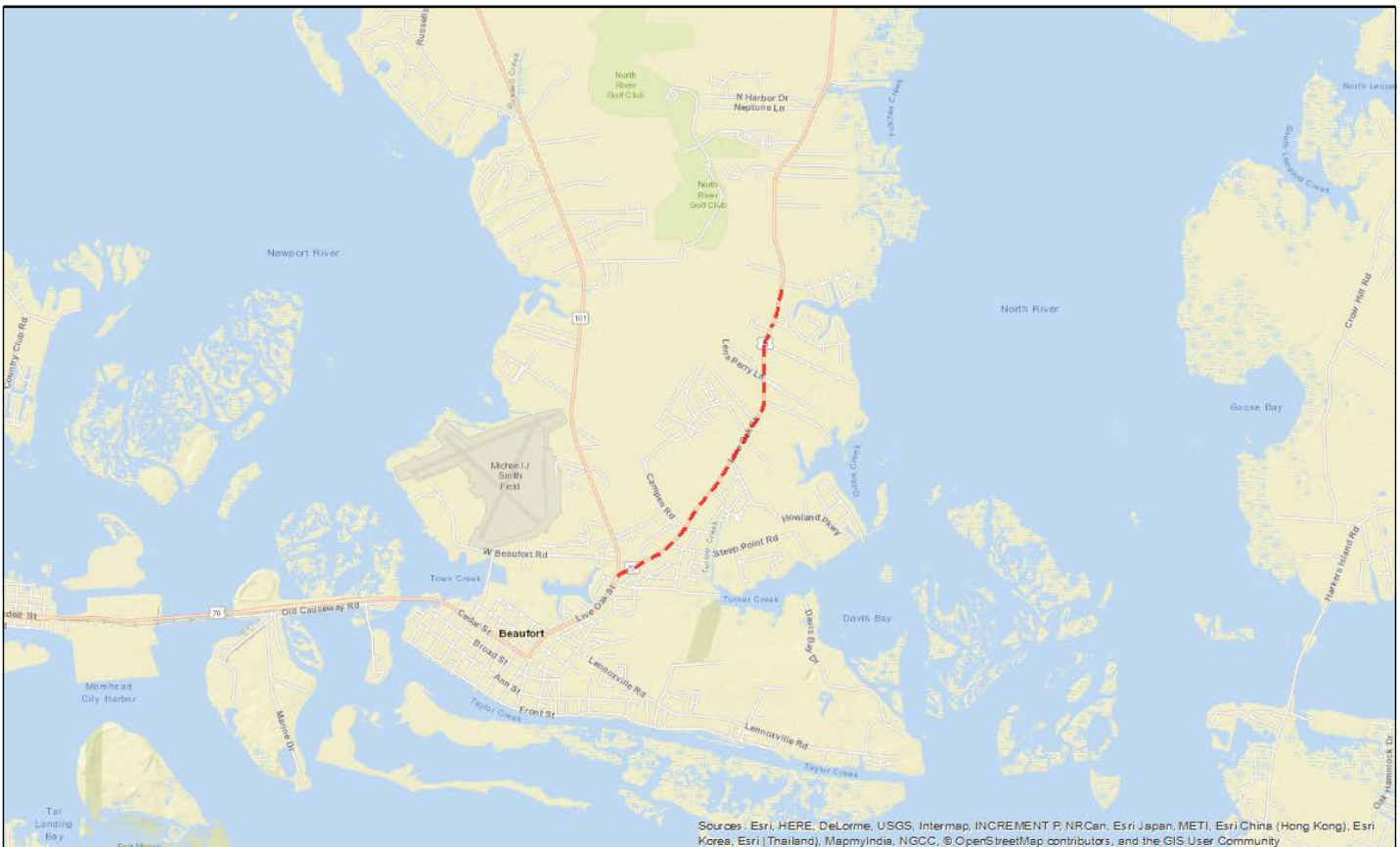
Eliminate some driveways, eliminate left turns in some areas, install a median in some locations, and improve some of the intersections.

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: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Freight (10%) 51.39 Accessibility-Connectivity (10%) In Progress Safety (10%) 49.01 Congestion REG (20%) 87.65 Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 49.01 Congestion DIV (15%) 92.92 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 51.39	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1.09	92	Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Volume (SW 40%, REG 20%, DIV 0%)	18000	66		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	970.7	57
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	52.65	63		Distance to Freight Terminal (20%)	3.23	
	Crash Severity (33%)	57.44	15	Multimodal	Distance to Multimodal Terminal (60%)	0.75	
	Critical Crash Rate (33%)	42.03	11		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	4	93
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	74	77
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	42
Length (miles):	2.08
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):	17000
Volume (PADT):	18000
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	16517.55
Volume (PADT)/Capacity Ratio:	1.09
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	970.7
Crash Density (seg):	52.65
Crash Severity (seg):	57.44
Critical Crash Rate (seg):	42.03
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:	305
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	74

Project Benefits

Project Cross-Section:	2J - 2 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	2.08
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Port of Morehead City
Distance to Freight Terminal (miles):	3.23
Nearest Multimodal Passenger Terminal :	Michael J Smith Field Airport
Distance to Multimodal Terminal (miles):	0.75
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Carteret County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	Yes
Submitted by:	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:	\$13,735,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,992,000	Cost Estimation Tool
Utilities Cost:	\$719,000	Cost Estimation Tool
Total Project Cost:	\$20,446,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$20,446,000	



NCDOT Prioritization 4.0 Project Summary

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: \$7,835,000

Description:

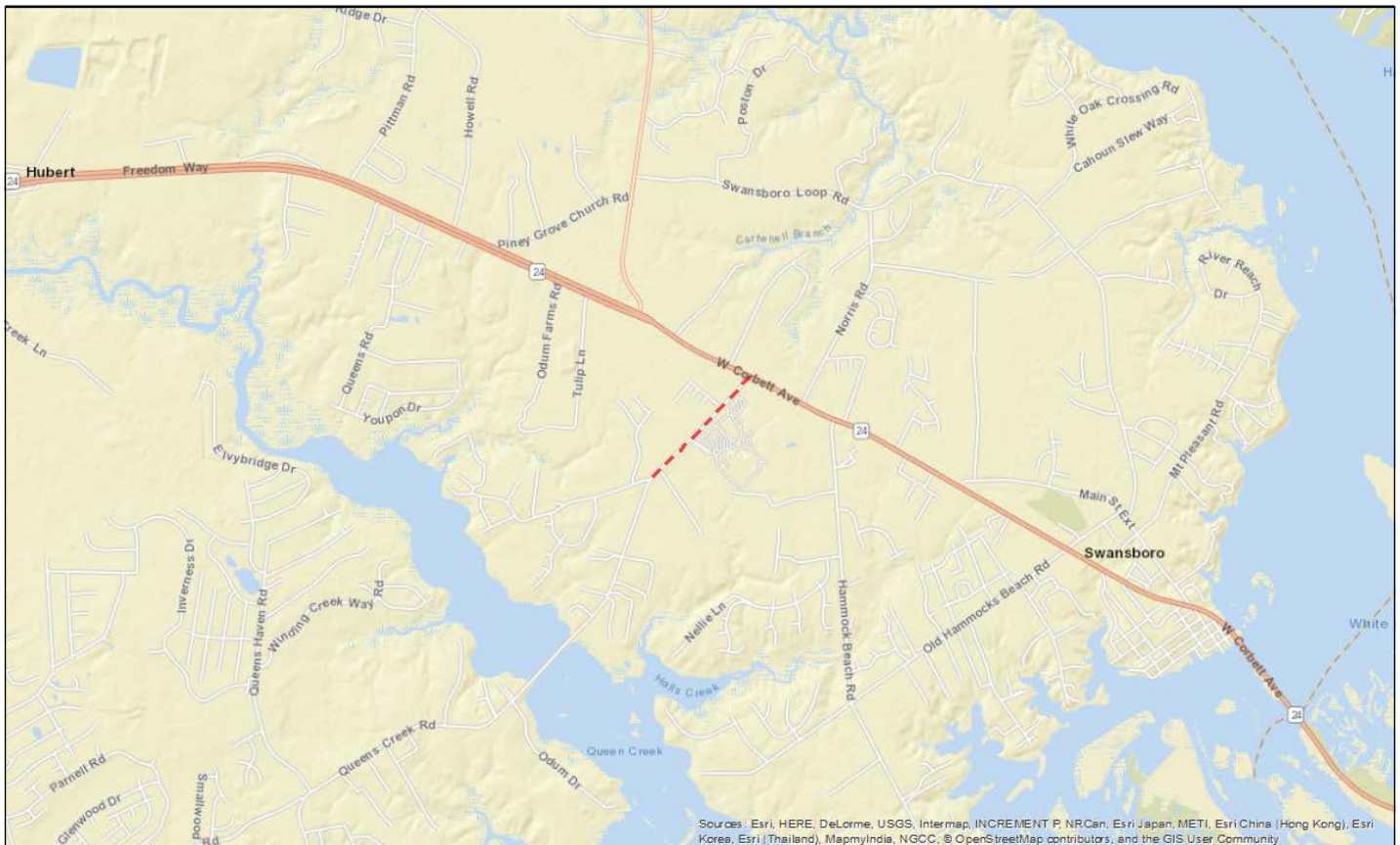
Construct a 4-lane divided boulevard with partial control of access from NC 24 to Jones Road.

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: 0

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

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 67.60 Congestion DIV (15%) 76.58 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

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.79	76	Accessibility / Connectivity	County Economic Indicator (50%)	197	67
	Volume (SW 40%, REG 20%, DIV 0%)	13000	53		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	0	0
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	100	100		Distance to Freight Terminal (20%)	4.91	
	Crash Severity (33%)	46.06	6	Multimodal	Distance to Multimodal Terminal (60%)	4.91	
	Critical Crash Rate (33%)	93.63	91		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	1	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	4	93
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	85	51
	Long-term Jobs (50%)						

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):	12000
Volume (PADT):	13000
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	16423.41
Volume (PADT)/Capacity Ratio:	0.79
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	100
Crash Severity (seg):	46.06
Critical Crash Rate (seg):	93.63
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:	197
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	85

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	4.91
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	4.91
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Onslow County CTP
CTP/LRTP Completion Year:	2017
Evacuation Route	No
Submitted by:	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:	\$5,459,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,121,000	Cost Estimation Tool
Utilities Cost:	\$255,000	Cost Estimation Tool
Total Project Cost:	\$7,835,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$7,835,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150068

Mode: Highway

Status: Submitted

NC-43

From/Cross Street: East of Wilmar Road

Specific Improvement Type: 5 - Construct Roadway on New Location

To: US 17

Project Category: Regional Impact

Length: 8.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$44,368,000

Description:

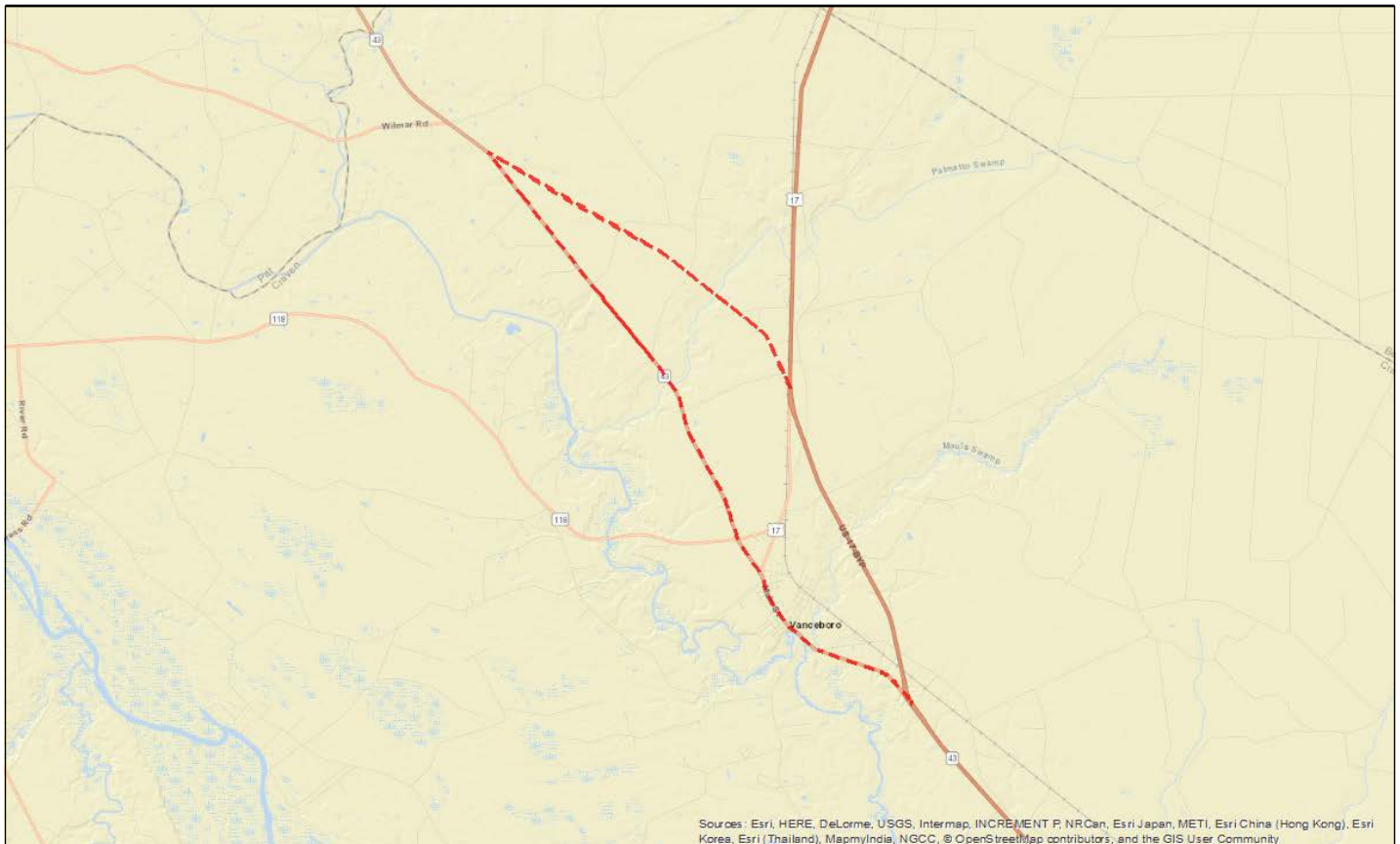
Construct 2 lane bypass of Vanceboro

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: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 30.23 Congestion REG (20%) 40.68 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 31.26	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 30.23 Congestion DIV (15%) 43.42 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 31.26	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.45	43	Accessibility / Connectivity	County Economic Indicator (50%)	184	74
	Volume (SW 40%, REG 20%, DIV 0%)	7069.1	29		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	372.1	19
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	80.81	93		Distance to Freight Terminal (20%)	22.77	
	Crash Severity (33%)	68.52	42	Multimodal	Distance to Multimodal Terminal (60%)	13.57	
	Critical Crash Rate (33%)	45.36	14		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	0	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	74	77
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	51
Length (miles):	8.83
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	6632.85
Volume (PADT):	7069.1
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	15544.68
Volume (PADT)/Capacity Ratio:	0.45
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	372.1
Crash Density (seg):	80.81
Crash Severity (seg):	68.52
Critical Crash Rate (seg):	45.36
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:	184
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	74

Project Benefits

Project Cross-Section:	2A - 2 Lane Undivided with Paved Shoulders, 55 mph
Speed Limit (mph):	55
Length (miles):	8.5
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor 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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Global Transpark
Distance to Freight Terminal (miles):	22.77
Nearest Multimodal Passenger Terminal :	New Bern Amtrak Bus Station
Distance to Multimodal Terminal (miles):	13.57
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Evacuation Route	Yes
Submitted by:	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:	\$42,475,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,690,000	Cost Estimation Tool
Utilities Cost:	\$203,000	Cost Estimation Tool
Total Project Cost:	\$44,368,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$44,368,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150505

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: US 17 (North of NC 43)

Project Category: Statewide Mobility

Length: 9.47

TIP#: R-2301-B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$155,477,000

Description:

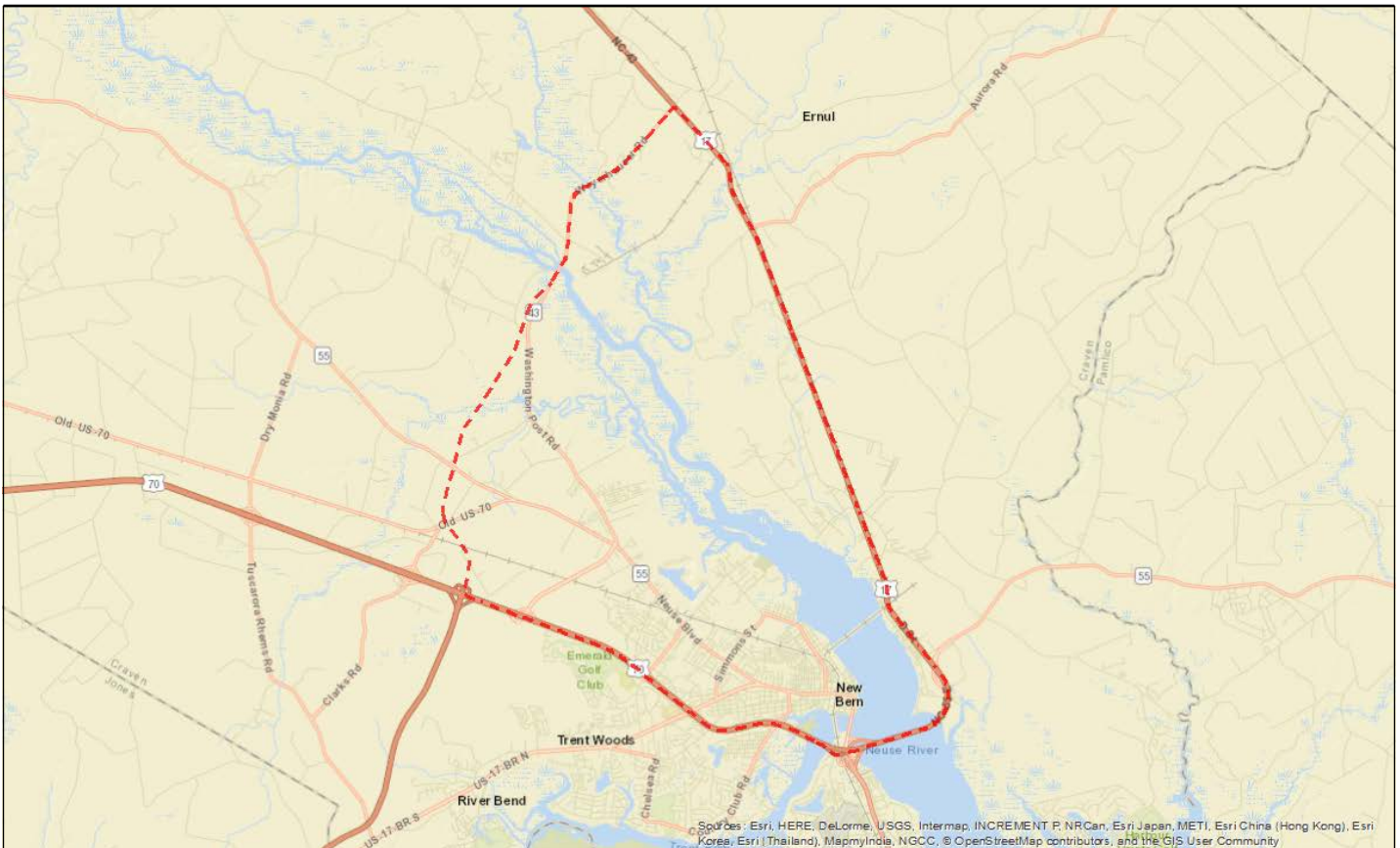
Construct Freeway on part new location and part existing

Division(s): Division 2

County(s): CRAVEN

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

Project Location



Statewide Mobility Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion SW (30%)	53.35	N/A	N/A
Safety (10%)	38.32		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	70.40		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	38.32	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	47.26		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility-Connectivity (10%)	In Progress		
Freight (10%)	70.40		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	38.32	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	41.17		
Benefit-Cost DIV (15%)	In Progress		
Accessibility-Connectivity (5%)	In Progress		
Freight (5%)	70.40		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.43	41	Accessibility / Connectivity	County Economic Indicator (50%)	184	74
	Volume (SW 40%, REG 20%, DIV 0%)	20564.45	71		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	1591.72	72
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	71.14	86		Distance to Freight Terminal (20%)	13.26	
	Crash Severity (33%)	78.15	62	Multimodal	Distance to Multimodal Terminal (60%)	0.67	
	Critical Crash Rate (33%)	61.56	42		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	2	88
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	7	97
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	88	42
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	55
Length (miles):	20.22
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	19246.9
Volume (PADT):	20564.45
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	47324.24
Volume (PADT)/Capacity Ratio:	0.43
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	1591.72
Crash Density (seg):	71.14
Crash Severity (seg):	78.15
Critical Crash Rate (seg):	61.56
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:	184
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	88

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	9.47
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):	10
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Cherry Point Marine Corps Air Station
Distance to Freight Terminal (miles):	13.26
Nearest Multimodal Passenger Terminal :	New Bern Amtrak Bus Station
Distance to Multimodal Terminal (miles):	0.67
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	New Bern Area MTP
CTP/LRTP Completion Year:	2016
Evacuation Route	Yes
Submitted by:	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	66%	0	0
New Bern Area MPO	34%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$143,046,000	Cost Estimation Tool
Right-of-Way Cost:	\$11,099,000	Cost Estimation Tool
Utilities Cost:	\$1,332,000	Cost Estimation Tool
Total Project Cost:	\$155,477,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$155,477,000	



NCDOT Prioritization 4.0 Project Summary

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#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$930,000

Description:

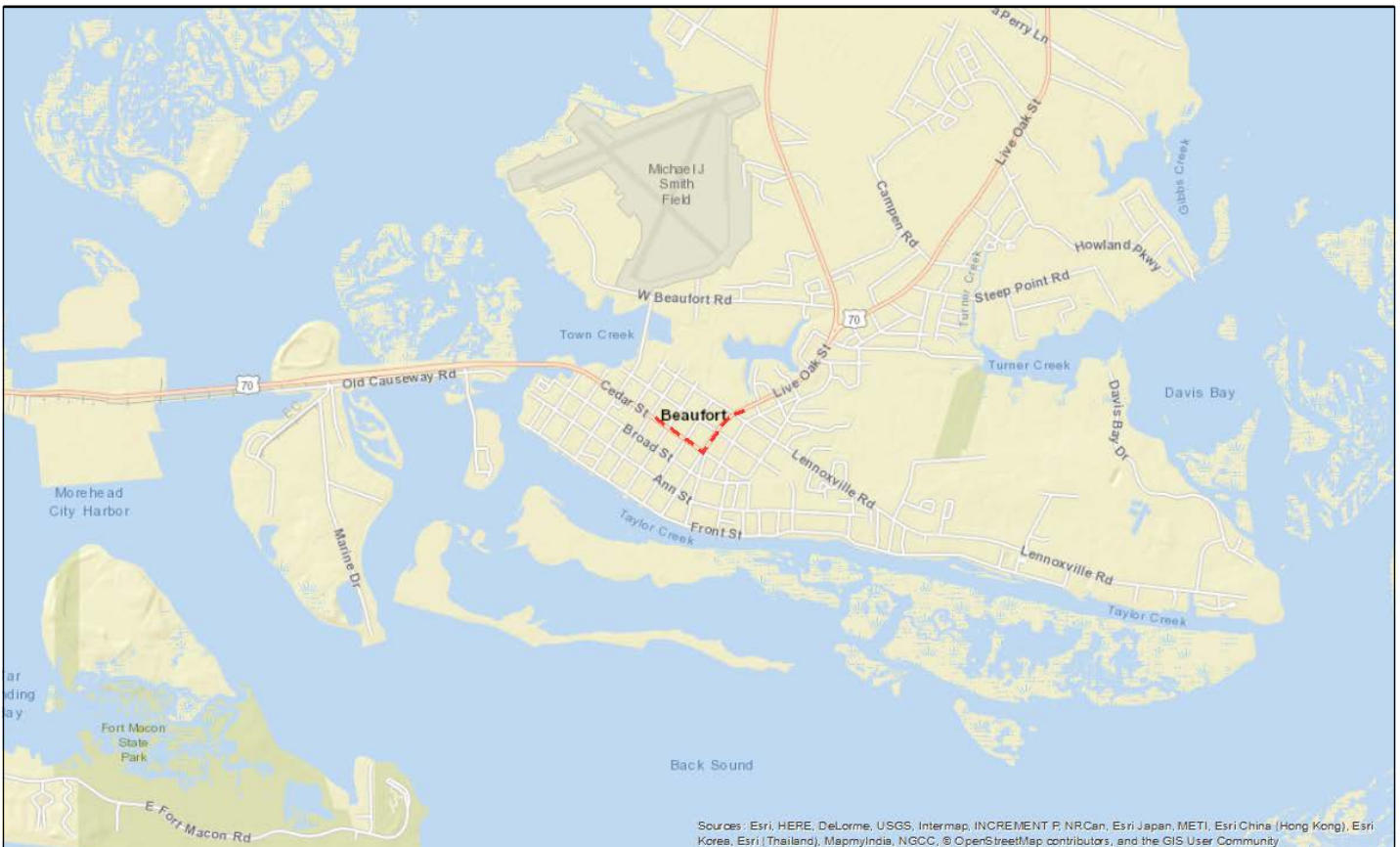
construct roundabout at the intersection of Cedar St and Live Oak St

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: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 70.12 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 45.56	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 65.83 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 45.56	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.66	65	Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Volume (SW 40%, REG 20%, DIV 0%)	41705.27	87		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	1576.3	71
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	0	0		Distance to Freight Terminal (20%)	2.5	
	Crash Severity (33%)	0	0	Multimodal	Distance to Multimodal Terminal (60%)	0.98	
	Critical Crash Rate (33%)	0	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	2	88
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	4	93
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	56	95
	Long-term Jobs (50%)						

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):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	39705.27
Volume (PADT):	41705.27
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	63400
Volume (PADT)/Capacity Ratio:	0.66
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	1576.3
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
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:	305
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	56

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Port of Morehead City
Distance to Freight Terminal (miles):	2.5
Nearest Multimodal Passenger Terminal :	Michael J Smith Field Airport
Distance to Multimodal Terminal (miles):	0.98
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Carteret County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	Yes
Submitted by:	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:	\$780,000	Cost Estimation Tool
Right-of-Way Cost:	\$150,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$930,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$930,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150820

Mode: Highway

Status: Submitted

NC-58 (Emerald Drive)

From/Cross Street: SR 1000 (Coast Guard Road)

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$930,000

Description:

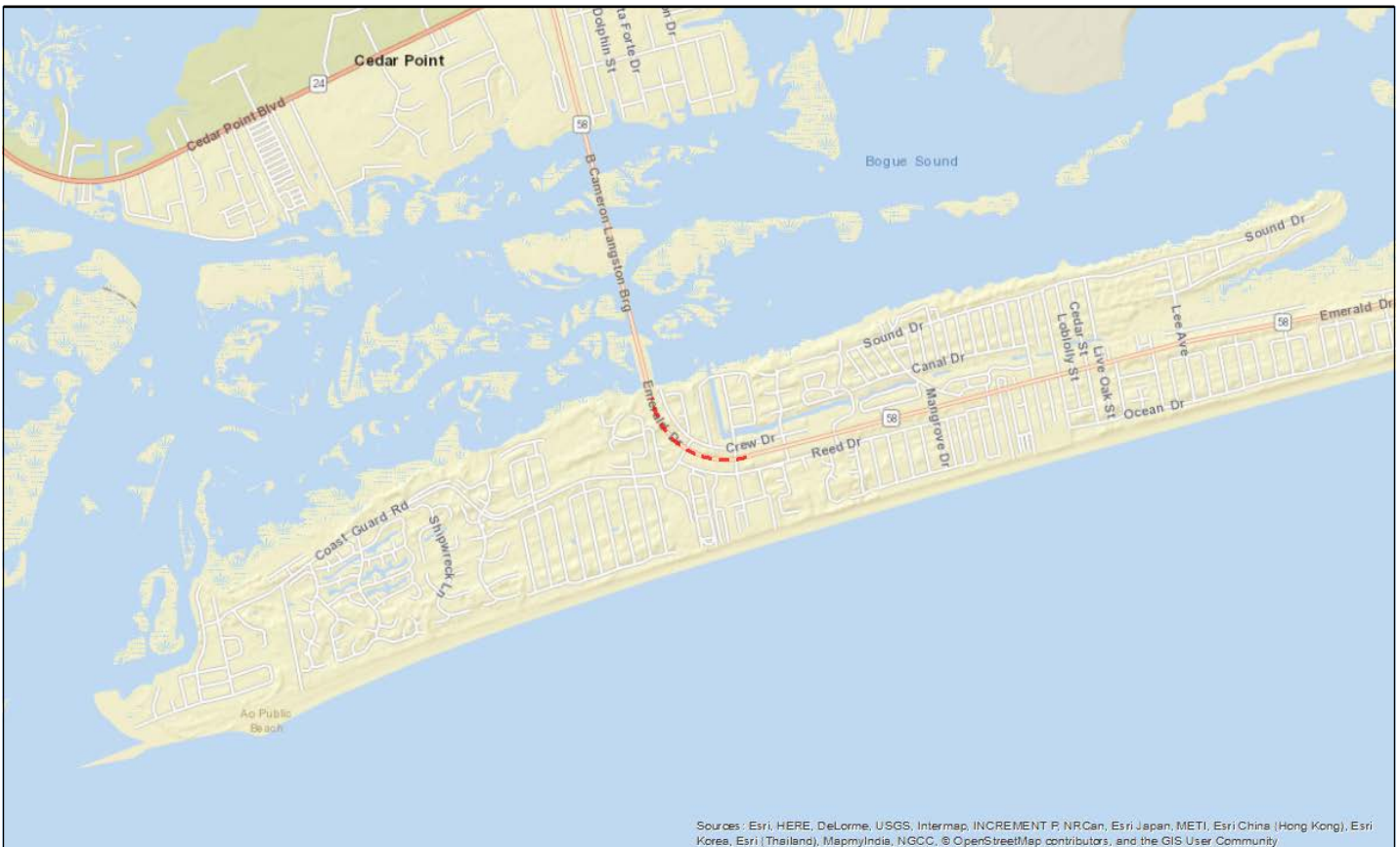
install roundabout with an extension of right turn lane on southbound NC 58

Division(s): Division 2

County(s): CARTERET

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

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 0

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

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 95.57 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 39.88	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 97.08 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 39.88	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1.23	97	Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Volume (SW 40%, REG 20%, DIV 0%)	46000	89		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	1241	66
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	82.13	0		Distance to Freight Terminal (20%)	9.59	
	Crash Severity (33%)	33.3	0	Multimodal	Distance to Multimodal Terminal (60%)	9.59	
	Critical Crash Rate (33%)	91.08	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	9	99
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	1	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	99	6
	Long-term Jobs (50%)						

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):	3
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	34000
Volume (PADT):	46000
Peak ADT (PADT) Factor:	1.35
Capacity (vpd):	37442.88
Volume (PADT)/Capacity Ratio:	1.23
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	1241
Crash Density (seg):	82.13
Crash Severity (seg):	33.3
Critical Crash Rate (seg):	91.08
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:	305
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	99

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	9.59
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	9.59
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Carteret County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	No
Submitted by:	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:	\$780,000	Cost Estimation Tool
Right-of-Way Cost:	\$150,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$930,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$930,000	



NCDOT Prioritization 4.0 Project Summary

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#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$930,000

Description:

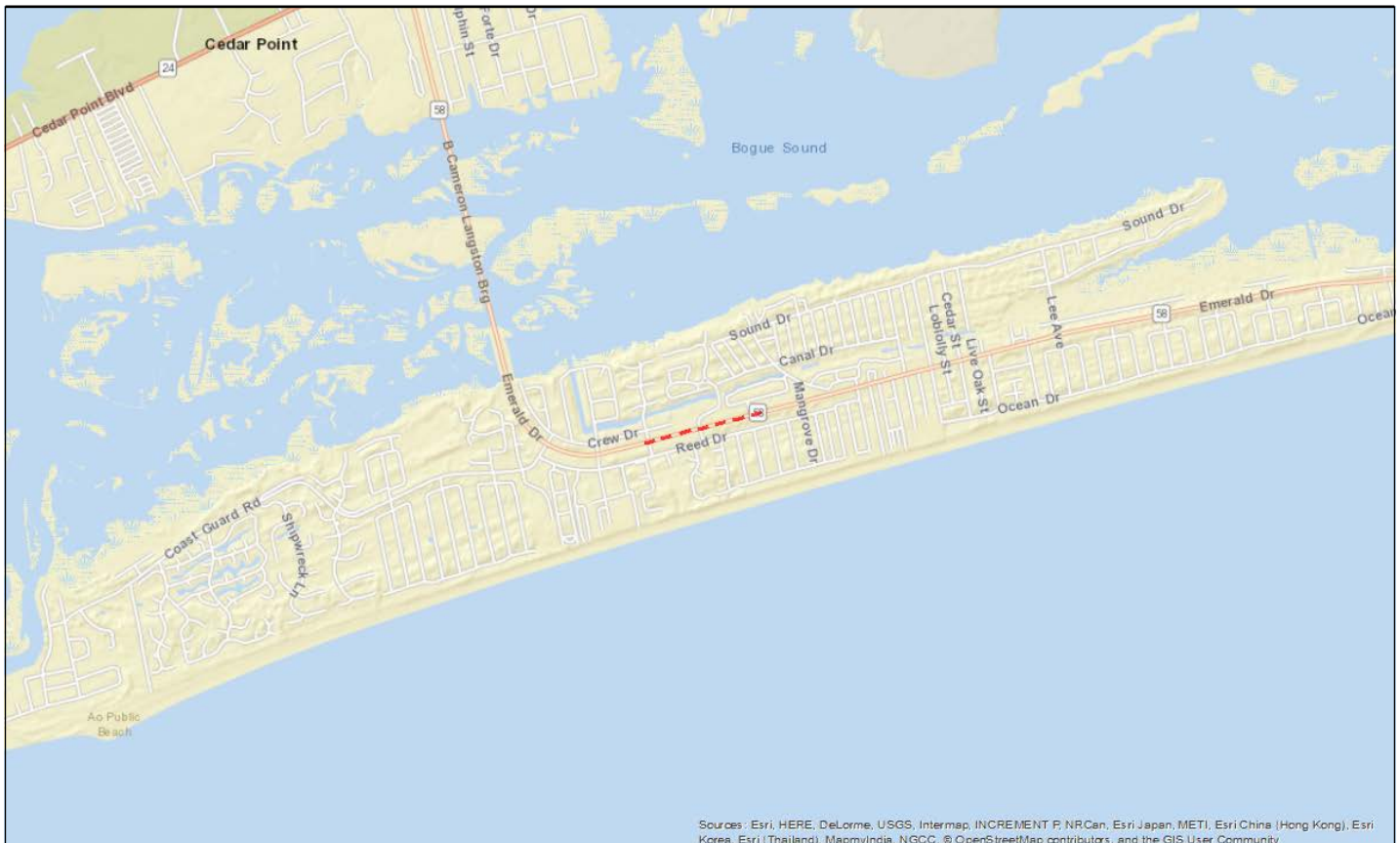
install roundabout

Division(s): Division 2

County(s): CARTERET

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

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 0

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

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Accessibility-Connectivity (10%) In Progress Freight (10%) 37.85 Safety (10%) In Progress Congestion REG (20%) 96.50 Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 98.58 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 37.85	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1.36	98	Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Volume (SW 40%, REG 20%, DIV 0%)	42998.03	88		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	1104.03	62
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	100	0		Distance to Freight Terminal (20%)	10.08	
	Crash Severity (33%)	33.3	0	Multimodal	Distance to Multimodal Terminal (60%)	10.08	
	Critical Crash Rate (33%)	100	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	1	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	99	6
	Long-term Jobs (50%)						

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):	12
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	30247.53
Volume (PADT):	42998.03
Peak ADT (PADT) Factor:	1.42
Capacity (vpd):	31600
Volume (PADT)/Capacity Ratio:	1.36
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	1104.03
Crash Density (seg):	100
Crash Severity (seg):	33.3
Critical Crash Rate (seg):	100
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:	305
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	99

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	10.08
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	10.08
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Carteret County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	No
Submitted by:	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:	\$780,000	Cost Estimation Tool
Right-of-Way Cost:	\$150,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$930,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$930,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150822

Mode: Highway

Status: Submitted

NC-58 (Emerald Drive)

From/Cross Street: Mangrove Drive

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$930,000

Description:

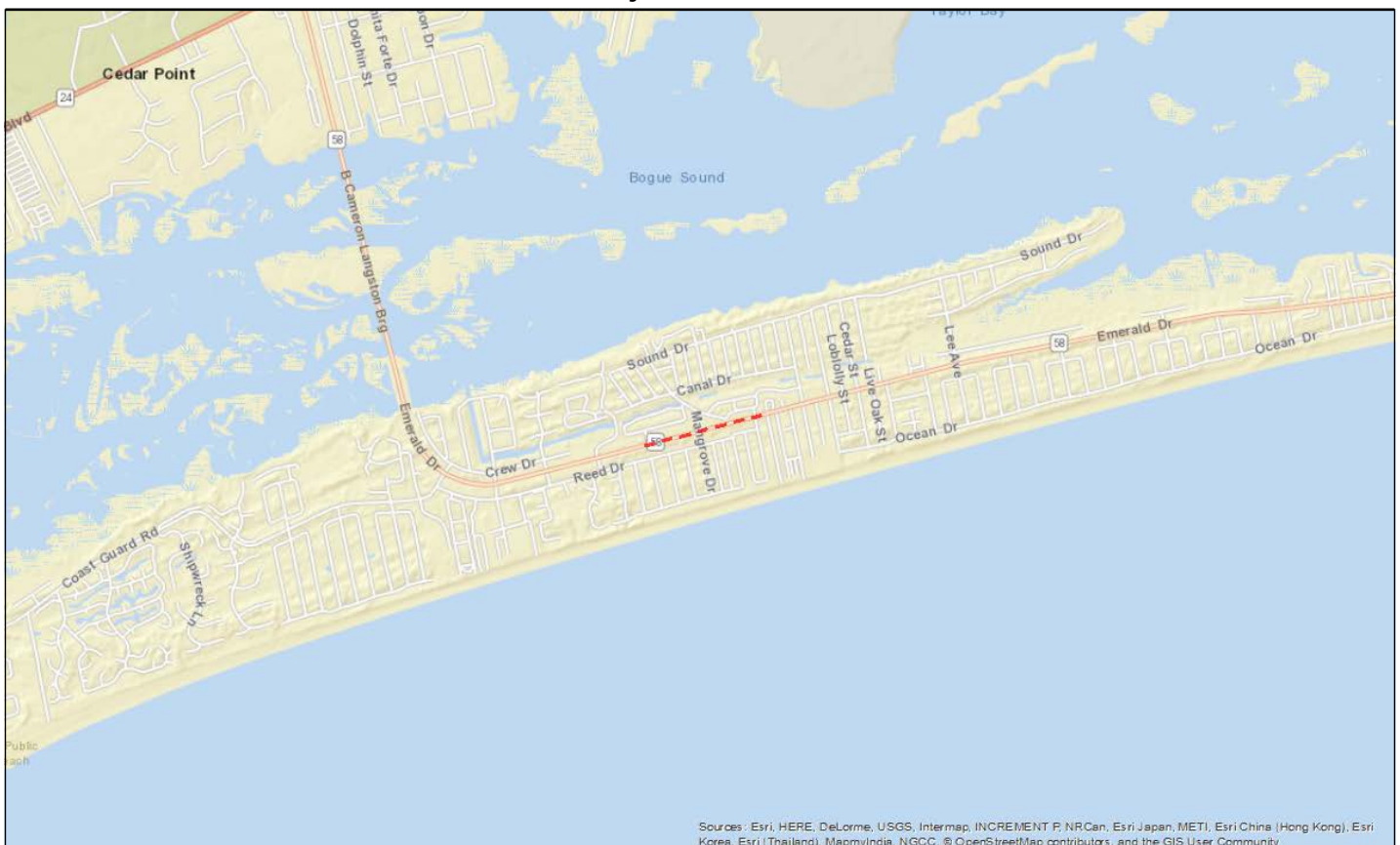
install roundabout

Division(s): Division 2

County(s): CARTERET

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

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, OpenStreetMap contributors, and the GIS User Community

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: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 90.74 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 28.75	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 92.58 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 28.75	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1.08	92	Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Volume (SW 40%, REG 20%, DIV 0%)	34000	83		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	691.6	43
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	100	0		Distance to Freight Terminal (20%)	10.49	
	Crash Severity (33%)	33.3	0	Multimodal	Distance to Multimodal Terminal (60%)	10.49	
	Critical Crash Rate (33%)	72.65	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	1	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	99	6
	Long-term Jobs (50%)						

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):	12
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	19000
Volume (PADT):	34000
Peak ADT (PADT) Factor:	1.79
Capacity (vpd):	31600
Volume (PADT)/Capacity Ratio:	1.08
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	691.6
Crash Density (seg):	100
Crash Severity (seg):	33.3
Critical Crash Rate (seg):	72.65
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:	305
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	99

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	10.49
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	10.49
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Carteret County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	No
Submitted by:	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:	\$780,000	Cost Estimation Tool
Right-of-Way Cost:	\$150,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$930,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$930,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150825

Mode: Highway

Status: Submitted

NC-58 (Emerald Drive)

From/Cross Street: Bogue Inlet Drive

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#: R-5852

Fully Funded in Draft STIP? No

Cost to NCDOT: \$930,000

Description:

Install a mini-roundabout in place of the signalized intersection with raised, planted medians and curb and gutter improvements for 875 feet on north side of NC 58 and 700 feet on south side of NC 58

Division(s): Division 2

County(s): CARTERET

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

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, OpenStreetMap contributors, and the GIS User Community

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: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 90.74 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 28.75	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 92.58 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 28.75	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1.08	92	Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Volume (SW 40%, REG 20%, DIV 0%)	34000	83		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	691.6	43
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	100	0		Distance to Freight Terminal (20%)	10.9	
	Crash Severity (33%)	55.49	0	Multimodal	Distance to Multimodal Terminal (60%)	10.9	
	Critical Crash Rate (33%)	88.83	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	1	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	99	6
	Long-term Jobs (50%)						

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):	12
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	19000
Volume (PADT):	34000
Peak ADT (PADT) Factor:	1.79
Capacity (vpd):	31600
Volume (PADT)/Capacity Ratio:	1.08
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	691.6
Crash Density (seg):	100
Crash Severity (seg):	55.49
Critical Crash Rate (seg):	88.83
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:	305
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	99

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	10.9
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	10.9
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Carteret County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	No
Submitted by:	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:	\$780,000	Cost Estimation Tool
Right-of-Way Cost:	\$150,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$930,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$930,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150883

Mode: Highway

Status: Submitted

US-70 (Live Oak Street)

From/Cross Street: SR 1310 (Lennoxville Road)

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$930,000

Description:

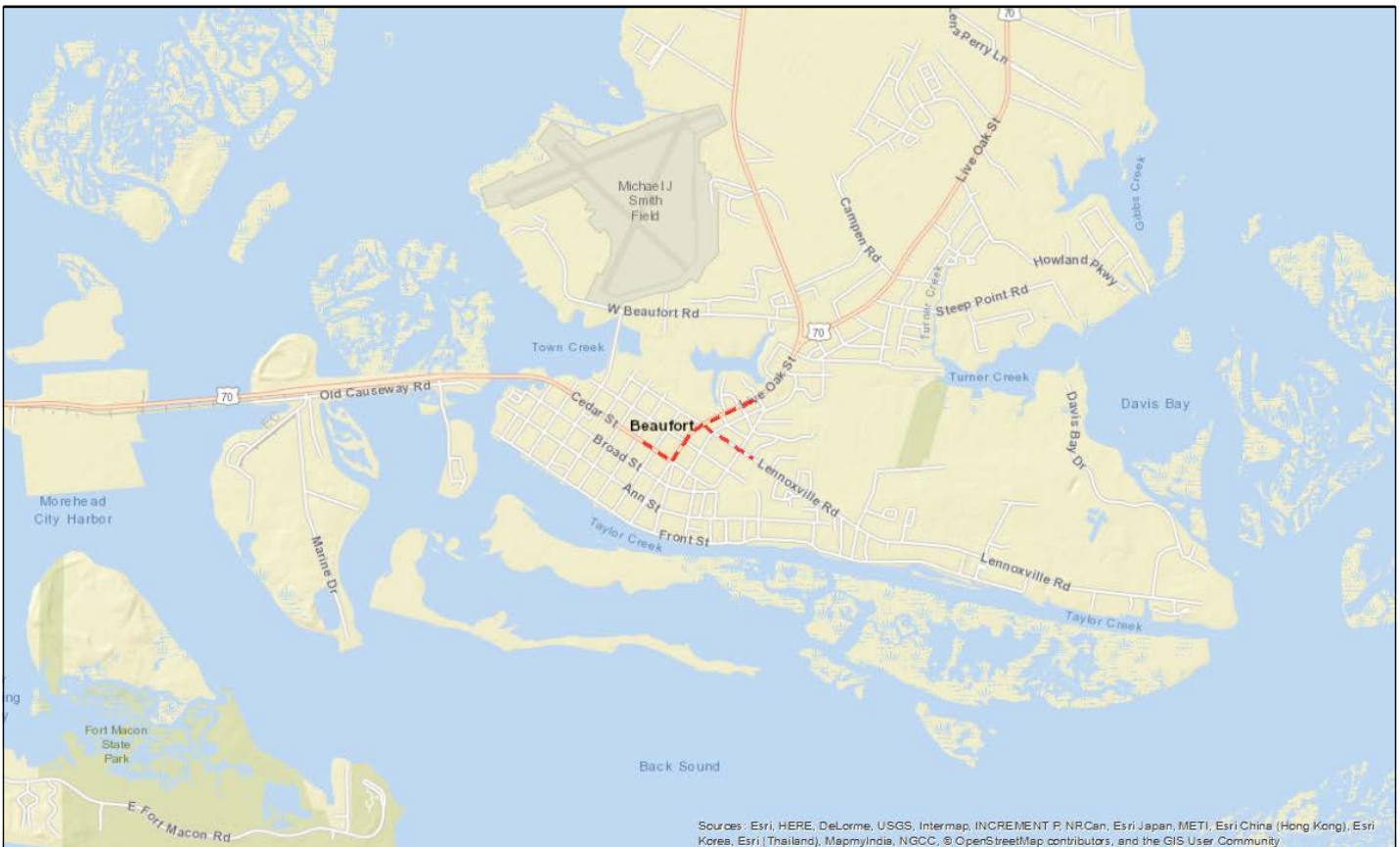
Install one lane roundabout at intersection

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: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 65.94 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 42.66	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 61.83 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 42.66	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.61	61
	Volume (SW 40%, REG 20%, DIV 0%)	32712.77	82
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (33%)	0	0
	Crash Severity (33%)	0	0
	Critical Crash Rate (33%)	0	0
Safety (Intersections)	Crash Frequency (50%)		
	Severity Index (50%)		
Economic Competitiveness	%Change in Economy (50%)		
	Long-term Jobs (50%)		

Criteria	Measure	Raw Value	Scaled value
Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1235.88	65
	Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
	Distance to Freight Terminal (20%)	2.59	
Multimodal	Distance to Multimodal Terminal (60%)	0.91	
	Volume/Capacity on Route near Multimodal Terminal (40%)		
Lane Width	Lane Width Difference (100%)	2	88
Shoulder Width	Paved Shoulder Width Difference (100%)	4	93
Pavement Condition	Pavement Condition Rating (100%)	56	95

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):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	31130.57
Volume (PADT):	32712.77
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	53910.1
Volume (PADT)/Capacity Ratio:	0.61
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	1235.88
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
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:	305
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	56

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Port of Morehead City
Distance to Freight Terminal (miles):	2.59
Nearest Multimodal Passenger Terminal :	Michael J Smith Field Airport
Distance to Multimodal Terminal (miles):	0.91
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Carteret County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	Yes
Submitted by:	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:	\$780,000	Cost Estimation Tool
Right-of-Way Cost:	\$150,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$930,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$930,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150884

Mode: Highway

Status: Submitted

SR-1175 (Bridges Street)

From/Cross Street: SR 1243 (Barbour Road)

Specific Improvement Type: 21 - Realign Offset Intersections

To:

Project Category: Division Needs

Length: 0.03

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,606,000

Description:

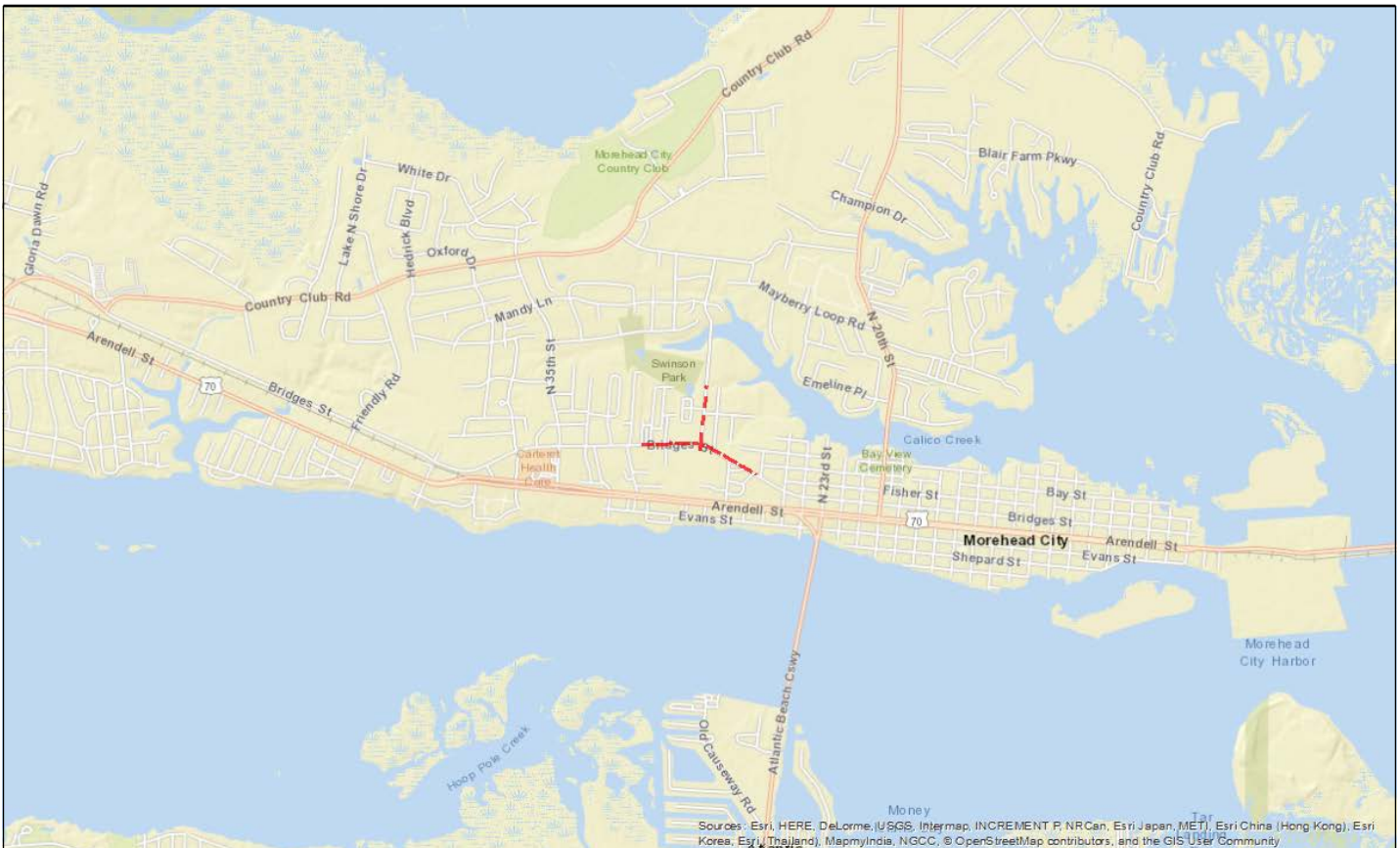
realign offset cross streets to 4 way intersection

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: 0

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

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 86.00 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

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.94	86	Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Volume (SW 40%, REG 20%, DIV 0%)	32000	81		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	0	0
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	0	0		Distance to Freight Terminal (20%)	1.99	
	Crash Severity (33%)	0	0	Multimodal	Distance to Multimodal Terminal (60%)	1.3	
	Critical Crash Rate (33%)	0	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	2	88
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	4	93
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	88	42
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	35
Length (miles):	1.25
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):	30000
Volume (PADT):	32000
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	34161.1
Volume (PADT)/Capacity Ratio:	0.94
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
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:	305
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	88

Project Benefits

Project Cross-Section:	2B - 2 Lane Undivided with Paved Shoulders, 25-45 mph
Speed Limit (mph):	35
Length (miles):	0.03
Facility Type:	Arterial
Access Control:	None
Functional Classification:	
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Port of Morehead City
Distance to Freight Terminal (miles):	1.99
Nearest Multimodal Passenger Terminal :	Morehead City Amtrak Bus Station
Distance to Multimodal Terminal (miles):	1.3
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Evacuation Route	No
Submitted by:	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:	\$167,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,285,000	Cost Estimation Tool
Utilities Cost:	\$154,000	Cost Estimation Tool
Total Project Cost:	\$1,606,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,606,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150885

Mode: Highway

Status: Submitted

US-17 (Main Street)

From/Cross Street: NC 58 (8th 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: \$800,000

Description:

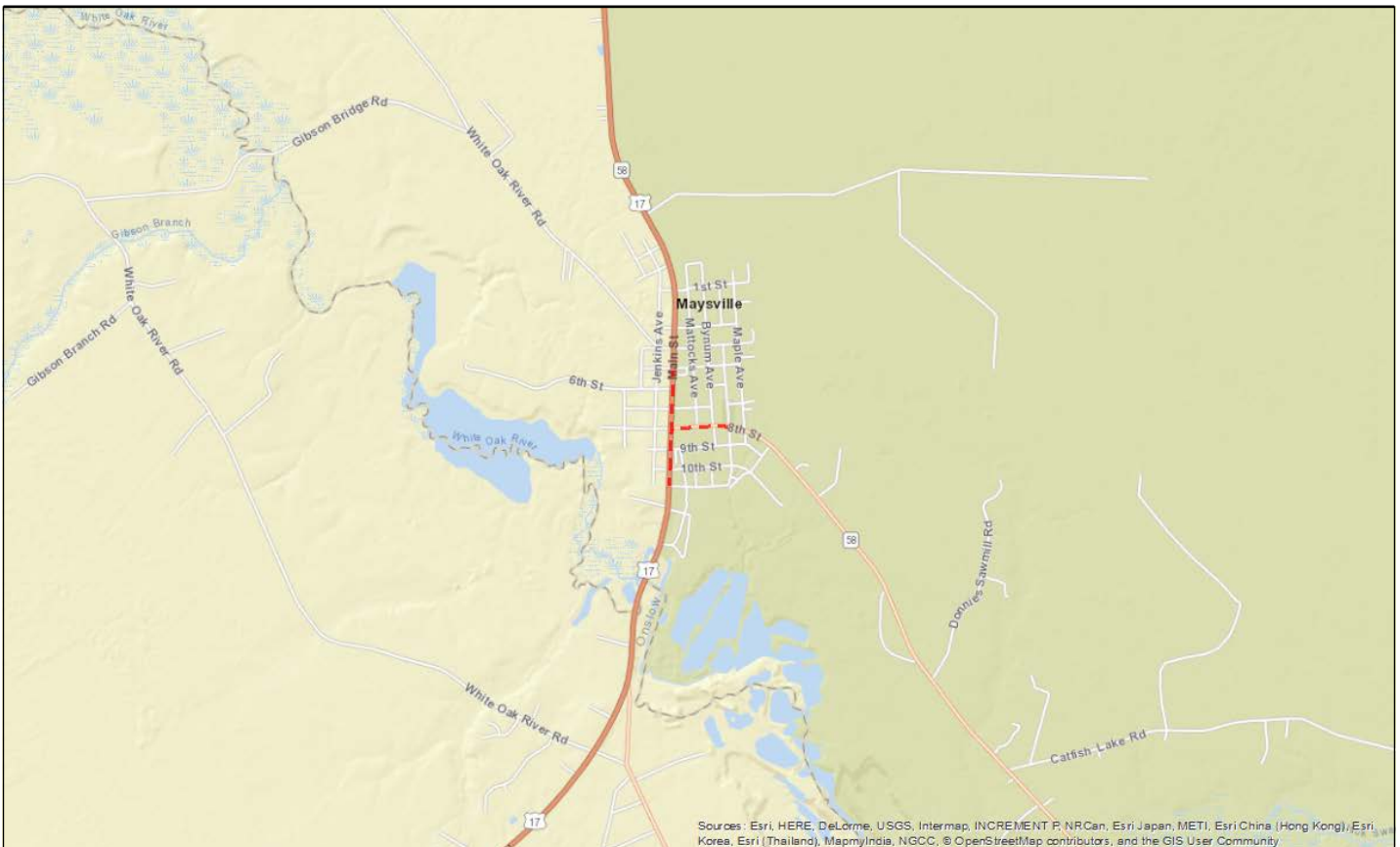
Install one lane roundabout

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
Congestion SW (30%) 67.75 Safety (10%) In Progress Economic Competitiveness (10%) In Progress Benefit-Cost SW & REG (25%) In Progress Freight (25%) 67.98 Totals: Weight: 100% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 66.46 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 67.98 Totals: Weight: 70% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 65.17 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 67.98 Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.65	65	Accessibility / Connectivity	County Economic Indicator (50%)	155	80
	Volume (SW 40%, REG 20%, DIV 0%)	20593.68	71		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	1570.3	71
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	66.7	0		Distance to Freight Terminal (20%)	13.33	
	Crash Severity (33%)	66.7	0	Multimodal	Distance to Multimodal Terminal (60%)	13.33	
	Critical Crash Rate (33%)	33.3	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	4	93
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	35	98
	Long-term Jobs (50%)						

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):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	20393.45
Volume (PADT):	20593.68
Peak ADT (PADT) Factor:	1.01
Capacity (vpd):	31600
Volume (PADT)/Capacity Ratio:	0.65
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	1570.3
Crash Density (seg):	66.7
Crash Severity (seg):	66.7
Critical Crash Rate (seg):	33.3
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:	155
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	35

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	13.33
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	13.33
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Jones County CTP
CTP/LRTP Completion Year:	2016
Evacuation Route	Yes
Submitted by:	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:	\$650,000	Cost Estimation Tool
Right-of-Way Cost:	\$150,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$800,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$800,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150886

Mode: Highway

Status: Submitted

SR-1512 (Old Hammock Road)

From/Cross Street: Hammock Beach Road

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Division Needs

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$279,000

Description:

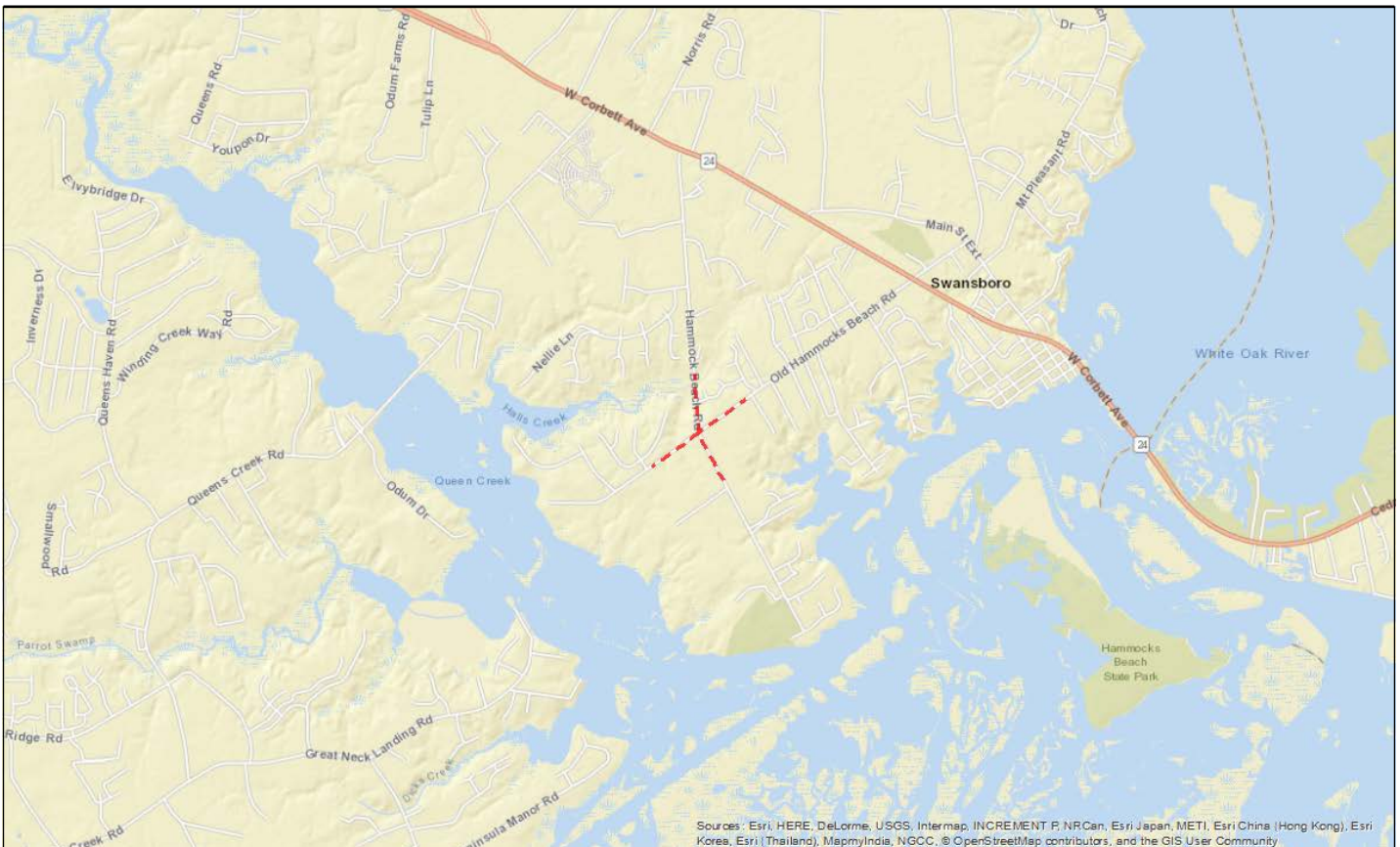
Straighten curve to improve sight line at intersection

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: 0

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

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 18.17 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

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.23	18	Accessibility / Connectivity	County Economic Indicator (50%)	197	67
	Volume (SW 40%, REG 20%, DIV 0%)	7200	29		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	0	0
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	33.3	0		Distance to Freight Terminal (20%)	4.94	
	Crash Severity (33%)	0	0	Multimodal	Distance to Multimodal Terminal (60%)	4.94	
	Critical Crash Rate (33%)	33.3	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	3	97
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	48
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	100	0
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	45
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
Lane Width (ft):	9
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	6800
Volume (PADT):	7200
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	31478.83
Volume (PADT)/Capacity Ratio:	0.23
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	33.3
Crash Severity (seg):	0
Critical Crash Rate (seg):	33.3
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:	197
Non-Interstate STRAHNET Route?	No
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:	None
Functional Classification:	Local
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	4.94
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	4.94
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Evacuation Route	No
Submitted by:	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:	\$234,000	Cost Estimation Tool
Right-of-Way Cost:	\$45,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$279,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$279,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H170613

Mode: Highway

Status: Submitted

SR-1119 (High Hill Rd)

From/Cross Street: US 17 (Wilmington Hwy)

Specific Improvement Type: 16 - Modernize Roadway

To: SR 1107 (Dawson Cabin Rd)

Project Category: Division Needs

Length: 3

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,304,000

Description:

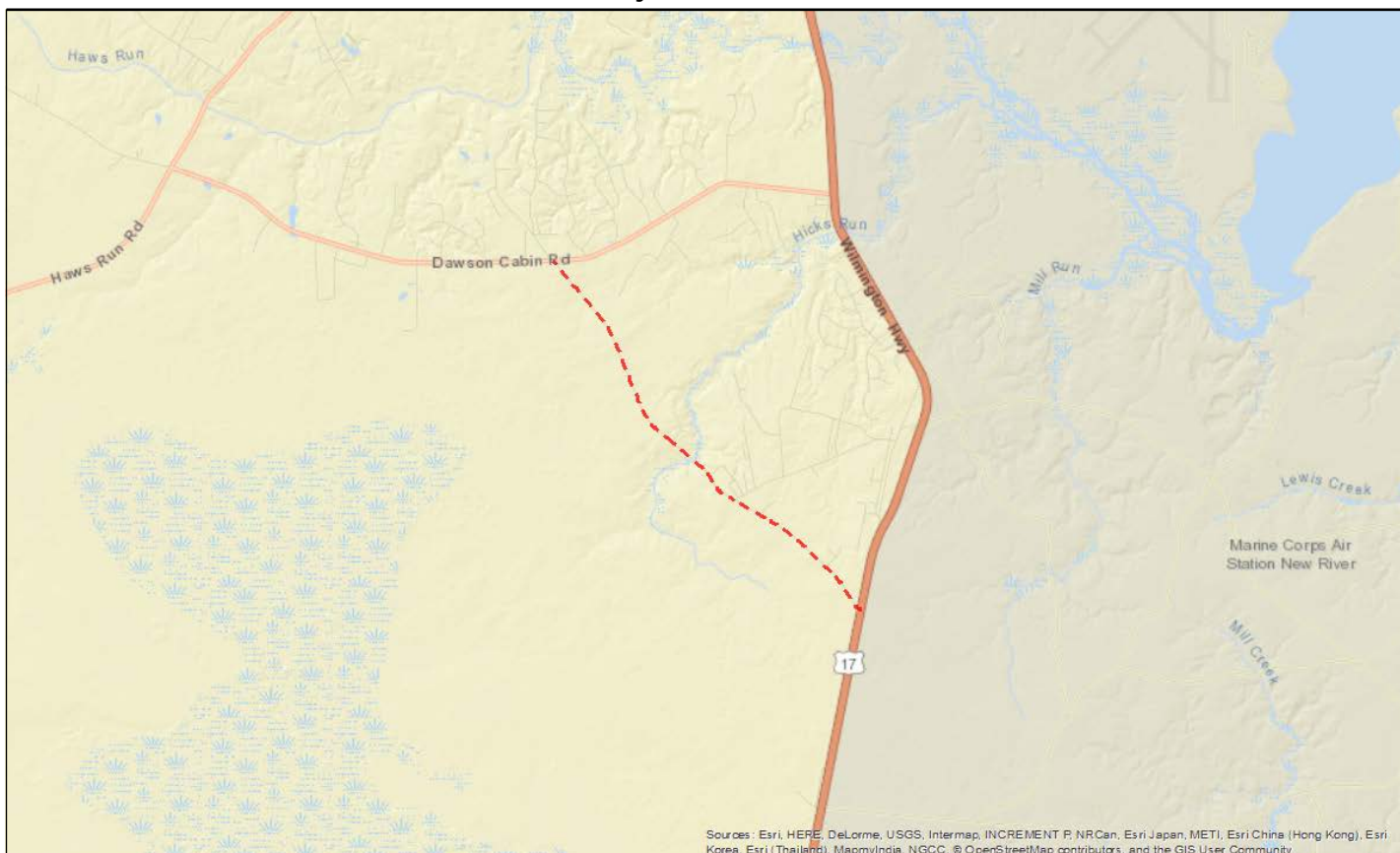
Upgrade to 12' travel lanes and 4' paved shoulders.

Division(s): Division 3

County(s): ONSLOW

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

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: 0

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

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 48.24 Congestion DIV (15%) 6.92 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

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.11	6	Accessibility / Connectivity	County Economic Indicator (50%)	197	67
	Volume (SW 40%, REG 20%, DIV 0%)	1643.23	5		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	0	0
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	83.35	94		Distance to Freight Terminal (20%)	3.06	
	Crash Severity (33%)	73.34	50	Multimodal	Distance to Multimodal Terminal (60%)	3.06	
	Critical Crash Rate (33%)	55.67	28		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	3	97
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	0	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	49	97
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	49
Length (miles):	3
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):	1543.23
Volume (PADT):	1643.23
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	15627.43
Volume (PADT)/Capacity Ratio:	0.11
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	83.35
Crash Severity (seg):	73.34
Critical Crash Rate (seg):	55.67
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:	197
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	49

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	3
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
DOT Design Lane Width (ft):	11
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	3.06
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	3.06
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Evacuation Route	No
Submitted by:	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
Down East RPO	61%	0	0
Jacksonville Urban Area MPO	39%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

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



NCDOT Prioritization 4.0 Project Summary

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: \$38,617,000

Description:

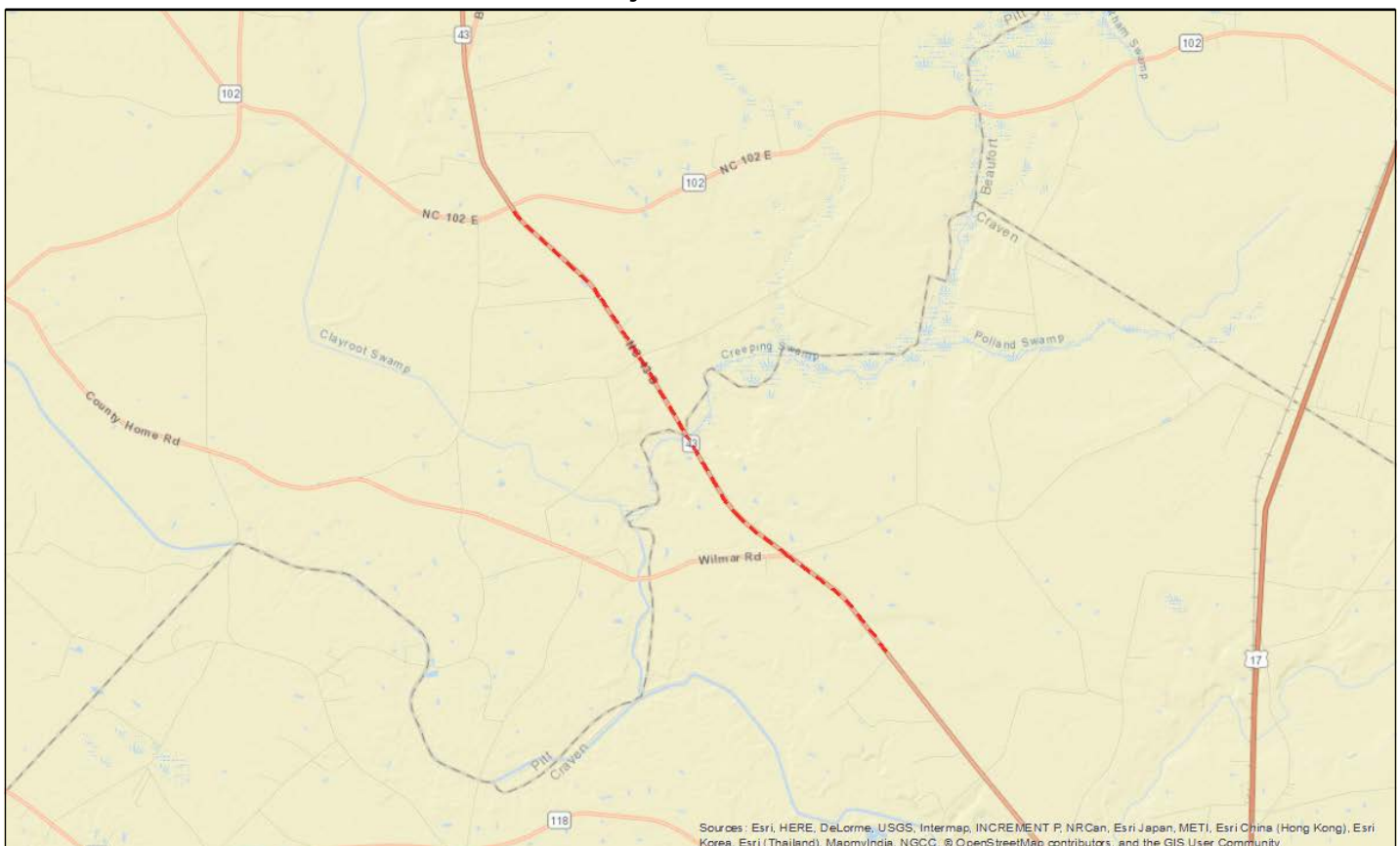
Widen roadway to 4-lane divided with 46' depressed median and paved shoulders

Division(s): Division 2

County(s): CRAVEN, PITT

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

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

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: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 69.34 Congestion REG (20%) 39.48 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 21.90	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 69.34 Congestion DIV (15%) 42.17 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 21.90	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.44	42	Accessibility / Connectivity	County Economic Indicator (50%)	184	74
	Volume (SW 40%, REG 20%, DIV 0%)	6875.74	28		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	297.75	12
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	84.87	94		Distance to Freight Terminal (20%)	20.93	
	Crash Severity (33%)	58.38	16	Multimodal	Distance to Multimodal Terminal (60%)	14.92	
	Critical Crash Rate (33%)	63.98	48		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	0	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	83	56
	Long-term Jobs (50%)						

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):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	6375.74
Volume (PADT):	6875.74
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.44
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	297.75
Crash Density (seg):	84.87
Crash Severity (seg):	58.38
Critical Crash Rate (seg):	63.98
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:	184
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	83

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	4.77
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Minor 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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Global Transpark
Distance to Freight Terminal (miles):	20.93
Nearest Multimodal Passenger Terminal :	Greenville Area Transit Transfer Center / Amtrak Bus Station
Distance to Multimodal Terminal (miles):	14.92
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Pitt County Comprehensive Transportation Plan
CTP/LRTP Completion Year:	2005
Evacuation Route	No
Submitted by:	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:	\$29,551,000	Cost Estimation Tool
Right-of-Way Cost:	\$8,095,000	Cost Estimation Tool
Utilities Cost:	\$971,000	Cost Estimation Tool
Total Project Cost:	\$38,617,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$38,617,000	



NCDOT Prioritization 4.0 Project Summary

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: 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: \$99,954,000

Description:

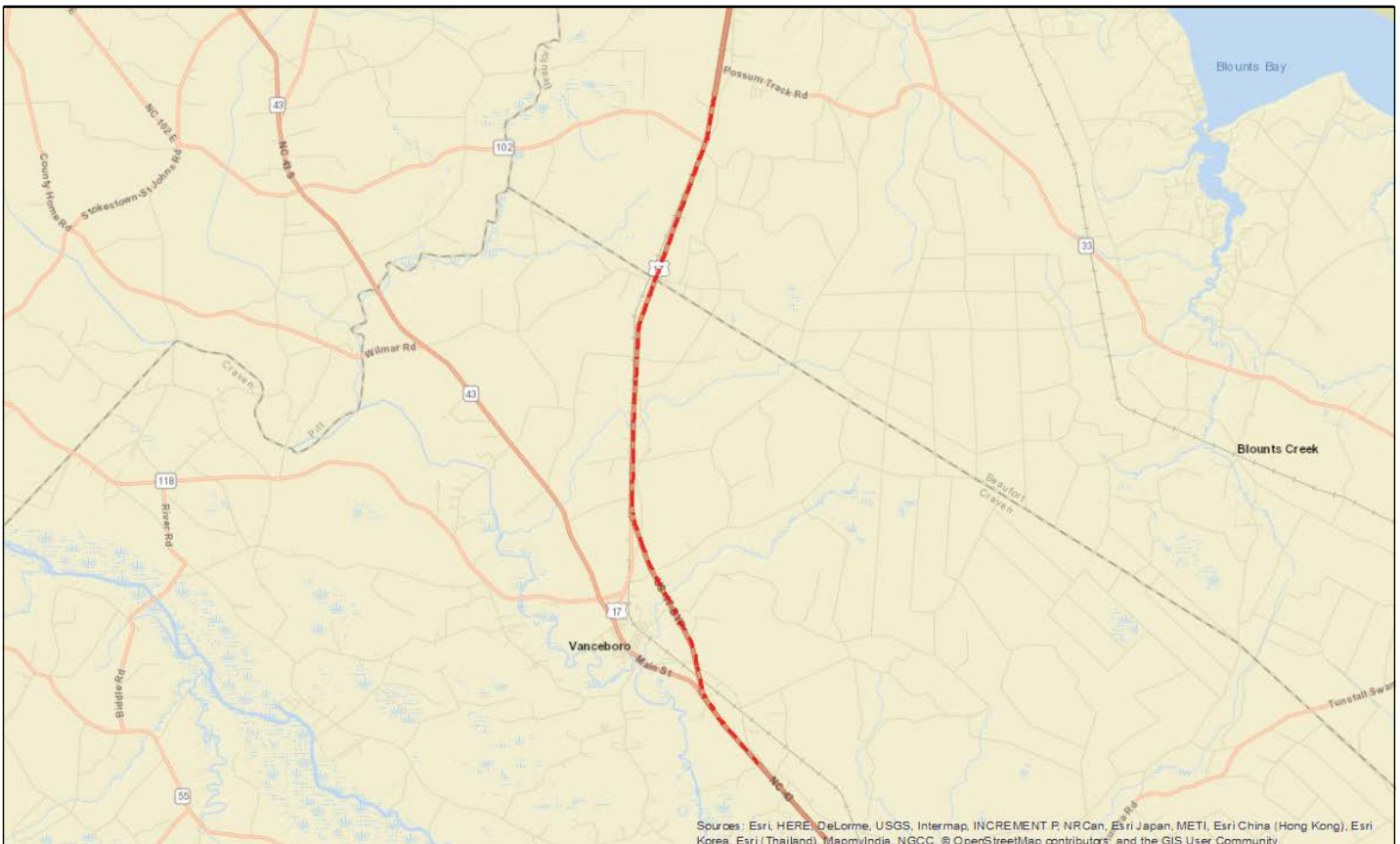
Widen to Multi-Lanes

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%)	36.72	N/A	N/A
Safety (10%)	76.61		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	72.32		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	76.61	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	39.44		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility-Connectivity (10%)	In Progress		
Freight (10%)	72.32		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	76.61	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	42.17		
Benefit-Cost DIV (15%)	In Progress		
Accessibility-Connectivity (5%)	In Progress		
Freight (5%)	72.32		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.44	42	Accessibility / Connectivity	County Economic Indicator (50%)	184	74
	Volume (SW 40%, REG 20%, DIV 0%)	6848.5	28		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	861.42	53
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	74.21	89		Distance to Freight Terminal (20%)	25.8	
	Crash Severity (33%)	68.83	43	Multimodal	Distance to Multimodal Terminal (60%)	9.97	
	Critical Crash Rate (33%)	66.23	52		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	1	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	0	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	88	42
	Long-term Jobs (50%)						

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):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	6074.9
Volume (PADT):	6848.5
Peak ADT (PADT) Factor:	1.13
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.44
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	861.42
Crash Density (seg):	74.21
Crash Severity (seg):	68.83
Critical Crash Rate (seg):	66.23
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:	184
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	88

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
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Global Transpark
Distance to Freight Terminal (miles):	25.8
Nearest Multimodal Passenger Terminal :	Warren Field
Distance to Multimodal Terminal (miles):	9.97
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Evacuation Route	Yes
Submitted by:	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:	\$78,603,000	Cost Estimation Tool
Right-of-Way Cost:	\$19,063,000	Cost Estimation Tool
Utilities Cost:	\$2,288,000	Cost Estimation Tool
Total Project Cost:	\$99,954,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$99,954,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H170946

Mode: Highway

Status: Submitted

SR-1331 (White Oak River Road)

From/Cross Street: US 17

Specific Improvement Type: 16 - Modernize Roadway

To: Emmett Road

Project Category: Division Needs

Length: 9.36

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$11,760,000

Description:

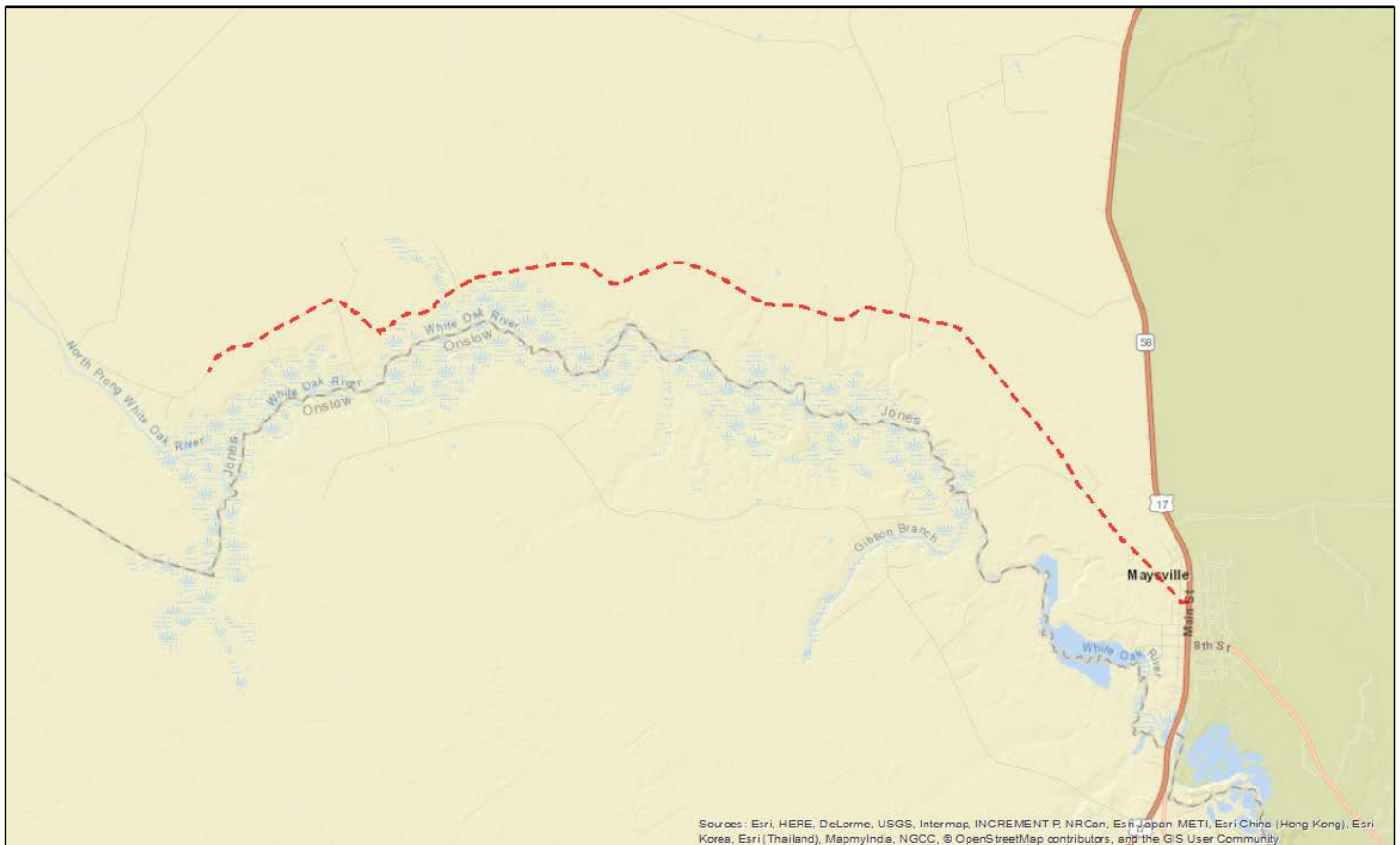
Modernize to 12 foot lanes and 2 foot paved shoulder

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
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

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

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 50.81 Congestion DIV (15%) 3.83 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

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.06	3	Accessibility / Connectivity	County Economic Indicator (50%)	155	80
	Volume (SW 40%, REG 20%, DIV 0%)	971.43	3		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	0	0
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	49.69	58		Distance to Freight Terminal (20%)	13.2	
	Crash Severity (33%)	96.3	90	Multimodal	Distance to Multimodal Terminal (60%)	13.01	
	Critical Crash Rate (33%)	48.91	17		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	4	99
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	0	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	64	92
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	54
Length (miles):	9.36
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):	901.42
Volume (PADT):	971.43
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.06
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	49.69
Crash Severity (seg):	96.3
Critical Crash Rate (seg):	48.91
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:	155
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	64

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	54
Length (miles):	9.36
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	13.2
Nearest Multimodal Passenger Terminal :	Jacksonville Amtrak Bus Station
Distance to Multimodal Terminal (miles):	13.01
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Jones County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	No
Submitted by:	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:	\$11,760,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,760,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$11,760,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H170948

Mode: Highway

Status: Submitted

NC-24 (W Corbett Ave)

From/Cross Street: SR 1447 (Main Street Extension)

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Statewide Mobility

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,604,000

Description:

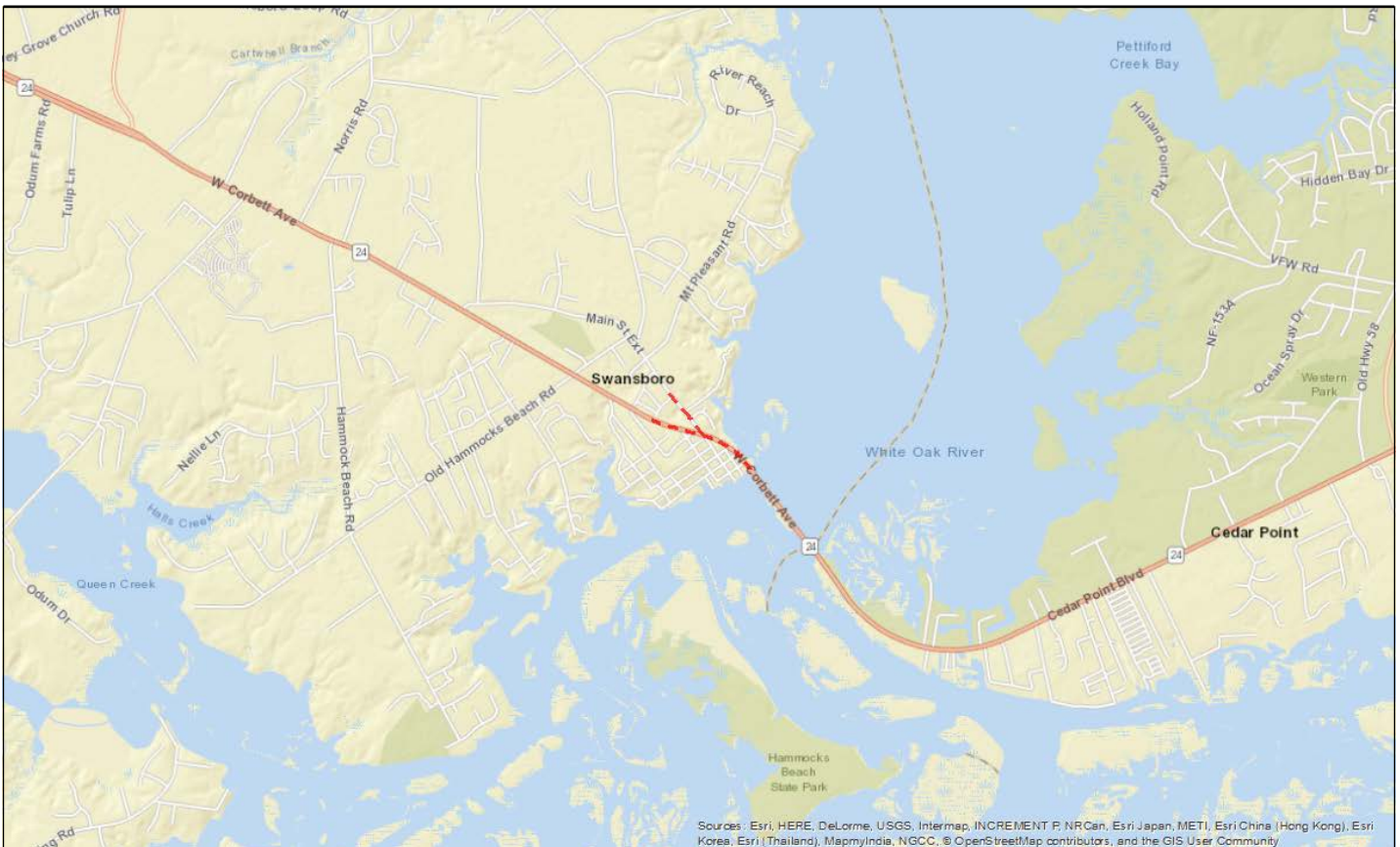
Install a signalized super street for this intersection

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%)	82.67	N/A	N/A
Safety (10%)	In Progress		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	60.60		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	In Progress	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	80.42		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility-Connectivity (10%)	In Progress		
Freight (10%)	60.60		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Congestion DIV (15%)	78.17	Percent: 25% Points:	Percent: 25% Points:
Benefit-Cost DIV (15%)	In Progress		
Accessibility-Connectivity (5%)	In Progress		
Freight (5%)	60.60		
Safety (10%)	In Progress		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.81	78	Accessibility / Connectivity	County Economic Indicator (50%)	197	67
	Volume (SW 40%, REG 20%, DIV 0%)	45736.96	89		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	2198.72	81
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	33.3	0		Distance to Freight Terminal (20%)	6.51	
	Crash Severity (33%)	58.39	0	Multimodal	Distance to Multimodal Terminal (60%)	6.51	
	Critical Crash Rate (33%)	33.3	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	7	99
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	10	100
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	100	0
	Long-term Jobs (50%)						

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):	5
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	40868.32
Volume (PADT):	45736.96
Peak ADT (PADT) Factor:	1.12
Capacity (vpd):	56723.53
Volume (PADT)/Capacity Ratio:	0.81
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	2198.72
Crash Density (seg):	33.3
Crash Severity (seg):	58.39
Critical Crash Rate (seg):	33.3
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:	197
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	35
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):	10
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	6.51
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	6.51
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Swansboro CTP
CTP/LRTP Completion Year:	2010
Evacuation Route	Yes
Submitted by:	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:	\$2,184,000	Cost Estimation Tool
Right-of-Way Cost:	\$420,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$2,604,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$2,604,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H171541

Mode: Highway

Status: Submitted

NC-306

From/Cross Street: SR 1005 (Kershaw Road)

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$800,000

Description:

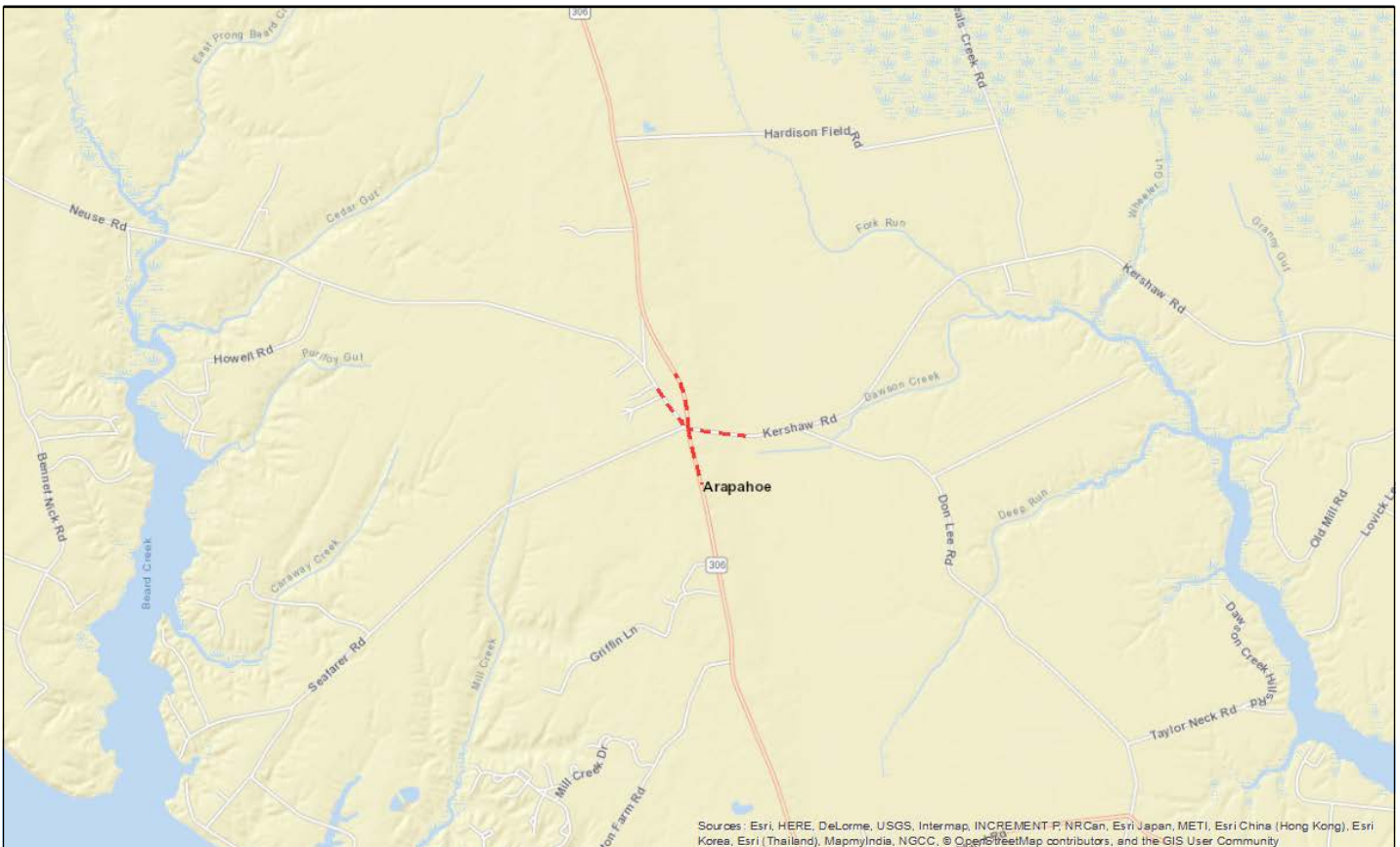
construct roundabout to include Neuse Road and Seafarer Road along with the intersection of NC 306 and SR 1005.

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
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion REG (20%) 9.93 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 26.66	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Congestion DIV (15%) 8.50 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 26.66	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.13	8	Accessibility / Connectivity	County Economic Indicator (50%)	240	47
	Volume (SW 40%, REG 20%, DIV 0%)	4200.38	15		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	219.51	7
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	97.86	0		Distance to Freight Terminal (20%)	3.91	
	Crash Severity (33%)	68.84	0	Multimodal	Distance to Multimodal Terminal (60%)	3.87	
	Critical Crash Rate (33%)	95.71	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	0
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	100	0
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	47
Length (miles):	0.5
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):	3810.86
Volume (PADT):	4200.38
Peak ADT (PADT) Factor:	1.1
Capacity (vpd):	31297.76
Volume (PADT)/Capacity Ratio:	0.13
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	219.51
Crash Density (seg):	97.86
Crash Severity (seg):	68.84
Critical Crash Rate (seg):	95.71
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:	240
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	47
Length (miles):	0.5
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):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Minnesott Beach Ferry Terminal
Distance to Freight Terminal (miles):	3.91
Nearest Multimodal Passenger Terminal :	Minnesott Beach Ferry Terminal
Distance to Multimodal Terminal (miles):	3.87
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Pamlico County CTP
CTP/LRTP Completion Year:	2012
Evacuation Route	No
Submitted by:	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:	\$650,000	Cost Estimation Tool
Right-of-Way Cost:	\$150,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$800,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$800,000	



NCDOT Prioritization 4.0 Project Summary

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#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$24,964,000

Description:

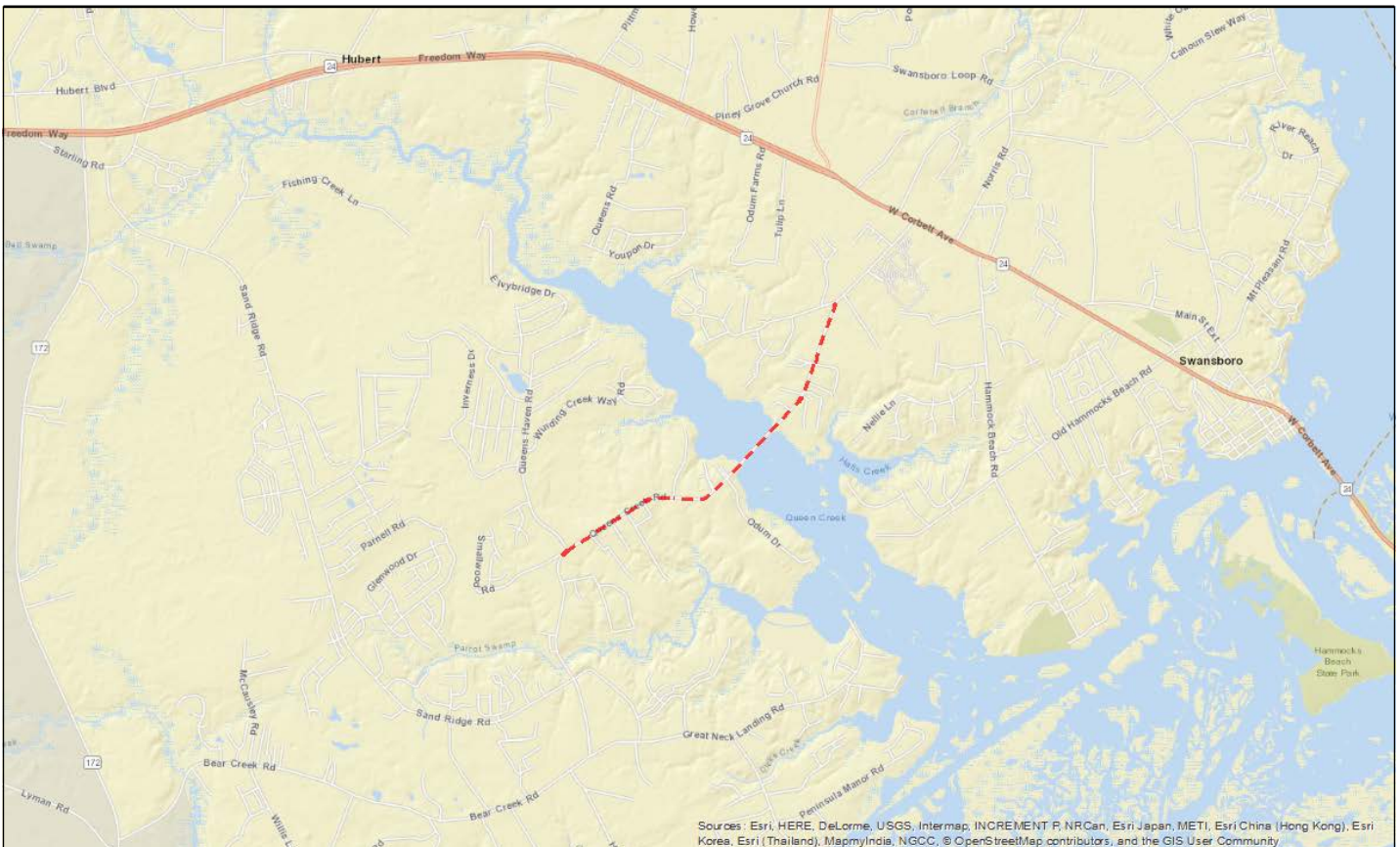
Widen to 3 lanes (with no improvements to the Queen Creek Bridge).

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: 0

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

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 82.57 Congestion DIV (15%) 71.50 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

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.72	71	Accessibility / Connectivity	County Economic Indicator (50%)	197	67
	Volume (SW 40%, REG 20%, DIV 0%)	11339.46	47		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	0	0
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	84.69	94		Distance to Freight Terminal (20%)	2.9	
	Crash Severity (33%)	75.67	56	Multimodal	Distance to Multimodal Terminal (60%)	2.9	
	Critical Crash Rate (33%)	76.63	77		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	1	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	4	93
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	82	60
	Long-term Jobs (50%)						

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):	10529.24
Volume (PADT):	11339.46
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15830.4
Volume (PADT)/Capacity Ratio:	0.72
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	84.69
Crash Severity (seg):	75.67
Critical Crash Rate (seg):	76.63
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:	197
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	82

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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	2.9
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	2.9
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Onslow County CTP
CTP/LRTP Completion Year:	2017
Evacuation Route	No
Submitted by:	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:	\$21,092,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,457,000	Cost Estimation Tool
Utilities Cost:	\$415,000	Cost Estimation Tool
Total Project Cost:	\$24,964,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$24,964,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H171581

Mode: Highway

Status: Submitted

US-24 (W. 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#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$23,724,000

Description:

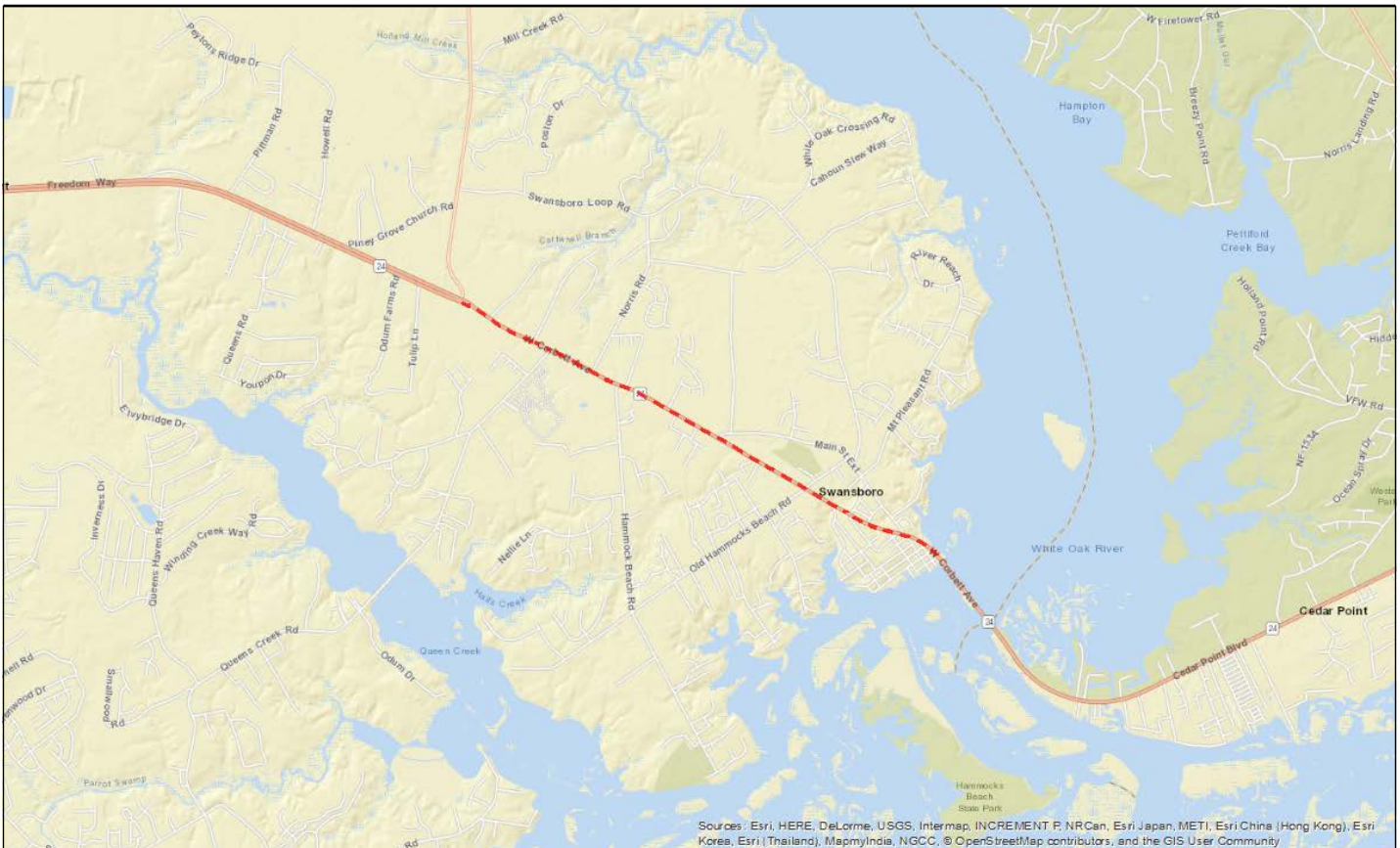
Construct superstreet/superstreet intersection along NC 24 corridor from Belgrade-Swansboro, to Front Street before crossing bridge. Improve safety and illuminate left turns.

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
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 66.61 Congestion REG (20%) 77.87 Benefit-Cost SW & REG (20%) In Progress Accessibility-Connectivity (10%) In Progress Freight (10%) 54.76	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) 66.61 Congestion DIV (15%) 77.33 Benefit-Cost DIV (15%) In Progress Accessibility-Connectivity (5%) In Progress Freight (5%) 54.76	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.8	77	Accessibility / Connectivity	County Economic Indicator (50%)	197	67
	Volume (SW 40%, REG 20%, DIV 0%)	28780.01	80		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	1421.44	69
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	60.94	76		Distance to Freight Terminal (20%)	5.32	
	Crash Severity (33%)	63.88	23	Multimodal	Distance to Multimodal Terminal (60%)	5.32	
	Critical Crash Rate (33%)	58.66	37		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)		0	Lane Width	Lane Width Difference (100%)	1	0
	Severity Index (50%)		0	Shoulder Width	Paved Shoulder Width Difference (100%)	2	48
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	99	6
	Long-term Jobs (50%)						

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):	11
Paved Shoulder Width (ft):	2
Roadway has Curb & Gutter?	Yes
Volume (AADT):	26371.87
Volume (PADT):	28780.01
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	35862.41
Volume (PADT)/Capacity Ratio:	0.8
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	1421.44
Crash Density (seg):	60.94
Crash Severity (seg):	63.88
Critical Crash Rate (seg):	58.66
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:	197
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	99

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:	Superstreet
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	5.32
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	5.32
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Onslow County CTP
CTP/LRTP Completion Year:	2017
Evacuation Route	Yes
Submitted by:	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:	\$7,570,000	Cost Estimation Tool
Right-of-Way Cost:	\$14,423,000	Cost Estimation Tool
Utilities Cost:	\$1,731,000	Cost Estimation Tool
Total Project Cost:	\$23,724,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$23,724,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H171672

Mode: Highway

Status: Submitted

NC-24

From/Cross Street: NC 58

Specific Improvement Type: 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

To:

Project Category: Statewide Mobility

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$15,038,000

Description:

Construct interchange

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%)	87.61	N/A	N/A
Safety (10%)	In Progress		
Economic Competitiveness (10%)	In Progress		
Benefit-Cost SW & REG (25%)	In Progress		
Freight (25%)	64.67		
Totals: Weight: 100% Weighted Score: 0			

Regional Impact Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	In Progress	Percent: 15% Points:	Percent: 15% Points:
Congestion REG (20%)	86.80		
Benefit-Cost SW & REG (20%)	In Progress		
Accessibility-Connectivity (10%)	In Progress		
Freight (10%)	64.67		
Totals: Weight: 70% Weighted Score: 0			

Division Needs Total Score: 0

Quantitative Score		Division Engineer Points	MPO/RPO Points
Safety (10%)	In Progress	Percent: 25% Points:	Percent: 25% Points:
Congestion DIV (15%)	86.00		
Benefit-Cost DIV (15%)	In Progress		
Accessibility-Connectivity (5%)	In Progress		
Freight (5%)	64.67		
Totals: Weight: 50% Weighted Score: 0			

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.94	86	Accessibility / Connectivity	County Economic Indicator (50%)	305	28
	Volume (SW 40%, REG 20%, DIV 0%)	47478.82	90		Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)			Freight	Truck Volume (50%)	2336.94	83
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	86.75	0		Distance to Freight Terminal (20%)	9.19	
	Crash Severity (33%)	39.93	0	Multimodal	Distance to Multimodal Terminal (60%)	9.19	
	Critical Crash Rate (33%)	86.75	0		Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	0
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	10	100
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	74	77
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	35
Length (miles):	2
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):	40431.42
Volume (PADT):	47478.82
Peak ADT (PADT) Factor:	1.17
Capacity (vpd):	50684.61
Volume (PADT)/Capacity Ratio:	0.94
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	2336.94
Crash Density (seg):	86.75
Crash Severity (seg):	39.93
Critical Crash Rate (seg):	86.75
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:	305
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	74

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	35
Length (miles):	2
Facility Type:	Arterial
Access Control:	Full
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:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Freight Terminal (miles):	9.19
Nearest Multimodal Passenger Terminal :	Camp Lejeune Marine Corps Base / New River Marine Corps Air Station
Distance to Multimodal Terminal (miles):	9.19
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Carteret County CTP
CTP/LRTP Completion Year:	2015
Evacuation Route	Yes
Submitted by:	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:	\$11,388,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,650,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$15,038,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$15,038,000	