

## NCDOT Prioritization 3.0 Project Summary

**SPOT ID: H140015**

**Mode:** Highway

**Status:** Draft

## US-17

**From/Cross Street: SR 1533 (Shepards Road)**

**Specific Improvement Type: 5 - Construct Roadway on New Location**

**To: NC 172**

**Project Category: Statewide Mobility**

**Length: 6.68**

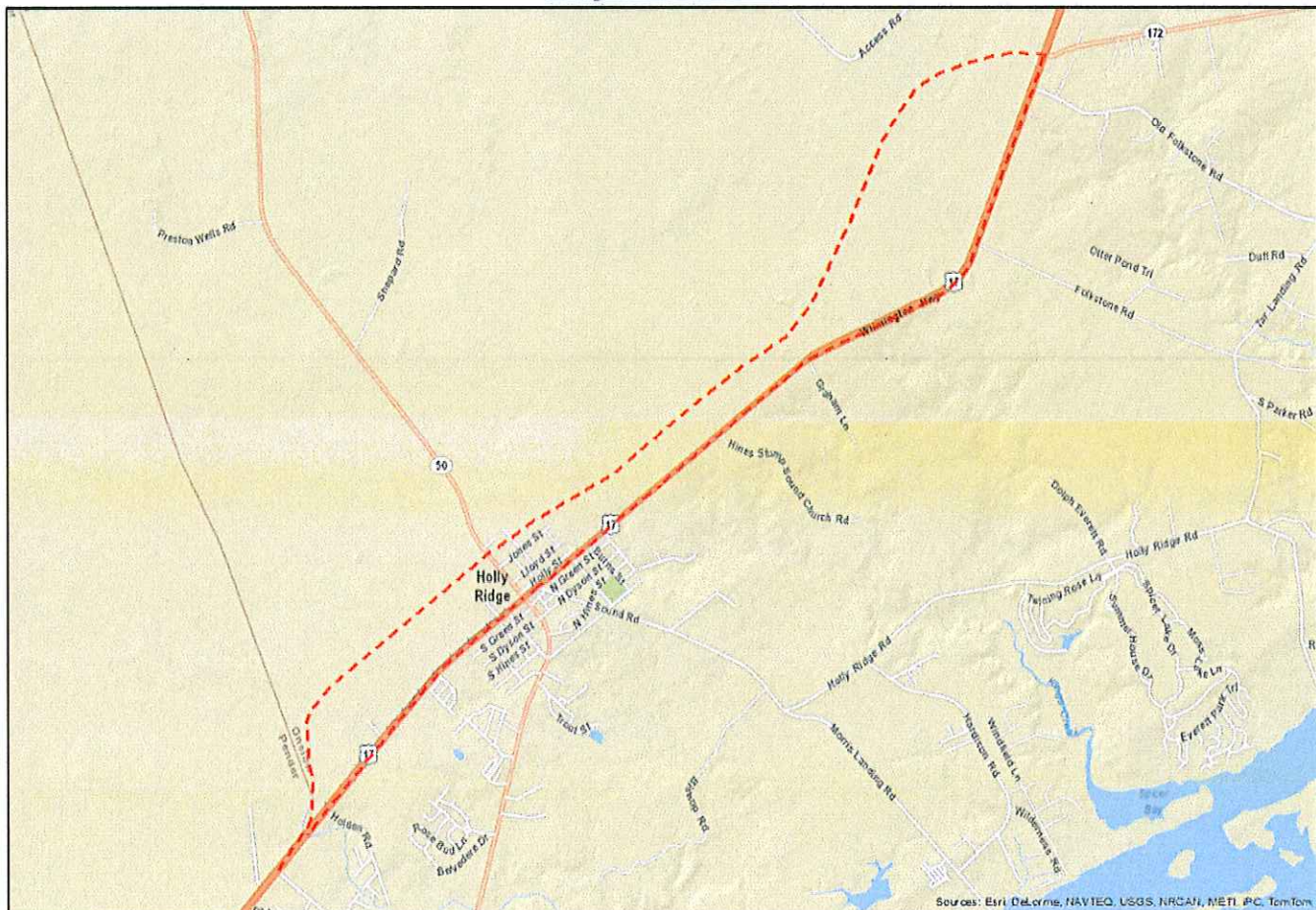
**TR#:**

**Cost to NCDOT: \$76,750,000**

**Description:**

Improve to a 4-lane freeway facility from the northeast portion of the planning area to Sloop Point Rd (SR 1561). A new facility is proposed west of the existing facility between Shepards Rd (SR 1533) and NC 172. Interchanges are proposed at NC 210, Shepards Rd (SR 1533), and NC 172. A grade separation is proposed at NC 50.

### Project Location



**Statewide Mobility Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 21.48 Safety (10%) 47.76 Economic Competitiveness (10%) In Progress Multimodal + [Freight & Military] 17.84 (20%) 0.74 [Travel Time] Benefit/Cost (30%)	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 0</b>		

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 47.76 Multimodal + [Freight & Military] 17.84 (25%) 0.74 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 16.55</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 21.48 Safety (20%) 47.76 Multimodal + [Freight & Military] 17.84 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 15.63</b>		



### Project Data

#### Existing Conditions:

Volume (AADT):	18042.68
Capacity:	75899.57
Volume/Capacity Ratio:	0.24
Actual Congested Speed:	55
Speed Limit:	55
Travel Time Index:	1
Truck Volume:	1190.82
Pavement Condition Rating:	85
Crash Density:	44.9
Crash Severity:	65.71
Critical Crash Rate:	34.12
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	5
Non-Interstate STRAHNET Route?	Y
Provides Direct Connection to Transportation Terminal?	Y
County Tier Designation:	2
Existing Facility Type:	Multi-Lane Highway
Average Commuting Time:	30

#### Project Benefits:

Travel Time Savings (Autos):	2352671.86
Travel Time Saving (Trucks):	166248.76
Long-Term Employment:	0
% Change in Economy:	166248.76
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Freeway

#### Project Cost:

Construction Cost:	\$65,323,000
Right-of-Way Cost:	\$10,203,000
Utilities Cost:	\$1,224,000
Total Project Cost:	\$76,750,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$76,750,000

#### Local Input Points:

First Divison:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	95.68
Second MPO/RPO:	Cape Fear RPO
Second MPO/RPO %:	4.16
Third MPO/RPO:	Jacksonville Urban MPO
Third MPO/RPO %:	0.16



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140013

**Mode:** Highway

**Status:** Draft

### NC-24 (Corbett Ave)

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

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

**To:** Carteret County line

**Project Category:** Statewide Mobility

**Length:** 1.75

**TIP#:**

**Cost to NCDOT:** \$24,758,000

#### Description:

Improve to expressway standards. Convert the 5-lane facility into a 4-lane divided facility, and implement access management strategies, i.e., reduction and/or timing of traffic signals, shared driveways, access roads, etc.

#### Project Location





**Statewide Mobility Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 55.26 Safety (10%) 44.17 Economic Competitiveness (10%) In Progress Multimodal + [Freight & Military] 25.59 (20%) 8.64 [Travel Time] Benefit/Cost (30%)	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 0</b>		

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 44.17 Multimodal + [Freight & Military] 25.59 (25%) 8.64 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 19.17</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 55.26 Safety (20%) 44.17 Multimodal + [Freight & Military] 25.59 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 22.45</b>		

## Project Data

### Existing Conditions:

Volume (AADT):	24103.71
Capacity:	31700
Volume/Capacity Ratio:	0.76
Actual Congested Speed:	39
Speed Limit:	35
Travel Time Index:	0.9
Truck Volume:	1316.06
Pavement Condition Rating:	91
Crash Density:	38.25
Crash Severity:	57.35
Critical Crash Rate:	38.25
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	Y
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Arterial
Average Commuting Time:	28

### Project Cost:

Construction Cost:	\$20,977,000
Right-of-Way Cost:	\$3,376,000
Utilities Cost:	\$405,000
Total Project Cost:	\$24,758,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$24,758,000

### Local Input Points:

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	8983000.38
Travel Time Saving (Trucks):	518798.2
Long-Term Employment:	0
% Change in Economy:	518798.2
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Multi-Lane Highway





**Statewide Mobility Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 32.06 Safety (10%) 55.01 Economic Competitiveness (10%) In Progress Multimodal + [Freight & Military] 15.96 (20%) 0.20 [Travel Time] Benefit/Cost (30%)	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 0</b>		

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 55.01 Multimodal + [Freight & Military] 15.96 (25%) 0.20 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 17.78</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 32.06 Safety (20%) 55.01 Multimodal + [Freight & Military] 15.96 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 19.01</b>		



## Project Data

### Existing Conditions:

Volume (AADT):	24258.63
Capacity:	65111.75
Volume/Capacity Ratio:	0.37
Actual Congested Speed:	38.95
Speed Limit:	55
Travel Time Index:	1.41
Truck Volume:	1329.37
Pavement Condition Rating:	82
Crash Density:	66.16
Crash Severity:	44.97
Critical Crash Rate:	55.56
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	Y
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Multi-Lane Highway
Average Commuting Time:	28

### Project Cost:

Construction Cost:	\$3,056,000
Right-of-Way Cost:	\$2,617,000
Utilities Cost:	\$314,000
Total Project Cost:	\$5,987,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$5,987,000

### Local Input Points:

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	51129.03
Travel Time Saving (Trucks):	2964.32
Long-Term Employment:	0
% Change in Economy:	2964.32
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Multi-Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140011

**Mode:** Highway

**Status:** Draft

### NC-24 (Freedom Way)

**From/Cross Street:** SR 1433 (Pittman Road)

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

**To:** SR 1434 (Belgrade-Swansboro Road)

**Project Category:** Statewide Mobility

**Length:** 1.37

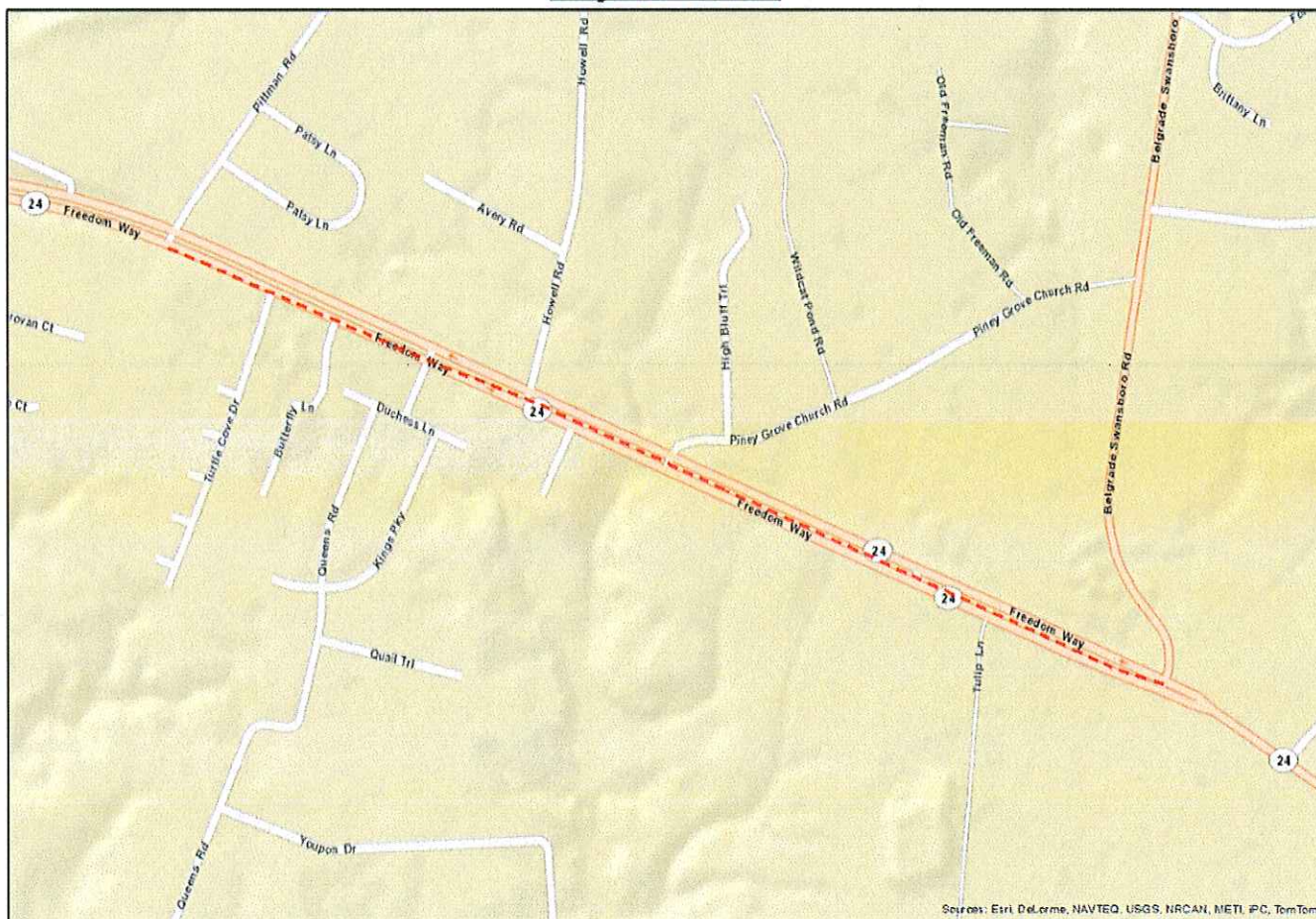
**TIP#:**

**Cost to NCDOT:** \$3,868,000

#### Description:

Improve to expressway standards. Convert the 5-lane facility into a 4-lane divided facility, and implement access management strategies, i.e., reduction and/or timing of traffic signals, shared driveways, access roads, etc.

#### Project Location





**Statewide Mobility Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 28.56 Safety (10%) 67.33 Economic Competitiveness (10%) In Progress Multimodal + [Freight & Military] 14.23 (20%) 0.00 [Travel Time] Benefit/Cost (30%)	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 0</b>		

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 67.33 Multimodal + [Freight & Military] 14.23 (25%) 0.00 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 20.39</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 28.56 Safety (20%) 67.33 Multimodal + [Freight & Military] 14.23 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 20.6</b>		

## **Project Data**

### **Existing Conditions:**

Volume (AADT):	22000
Capacity:	66800
Volume/Capacity Ratio:	0.33
Actual Congested Speed:	55
Speed Limit:	55
Travel Time Index:	1
Truck Volume:	1199
Pavement Condition Rating:	74
Crash Density:	66.55
Crash Severity:	78.73
Critical Crash Rate:	58.74
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	4
Non-Interstate STRAHNET Route?	Y
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Multi-Lane Highway
Average Commuting Time:	28

### **Project Cost:**

Construction Cost:	\$1,638,000
Right-of-Way Cost:	\$1,991,000
Utilities Cost:	\$239,000
Total Project Cost:	\$3,868,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$3,868,000

### **Local Input Points:**

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Multi-Lane Highway





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140010

**Mode:** Highway

**Status:** Draft

### NC-24

**From/Cross Street:** SR 1202 (Cedar Lane)

**Specific Improvement Type:** 11 - Access Management

**To:** US 70 (Arendell Street)

**Project Category:** Statewide Mobility

**Length:** 18.41

**TIP#:**

**Cost to NCDOT:** \$99,661,000

### Description:

Eliminate some driveways. Eliminate left turns in some areas. Install a median. Improve some of the intersections.

### Project Location



**Statewide Mobility Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 44.50 Safety (10%) 52.75 Economic Competitiveness (10%) In Progress Multimodal + [Freight & Military] 21.10 (20%) 3.24 [Travel Time] Benefit/Cost (30%)	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 0</b>		

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 52.75 Multimodal + [Freight & Military] 21.10 (25%) 3.24 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 19.11</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 44.50 Safety (20%) 52.75 Multimodal + [Freight & Military] 21.10 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 21.56</b>		



### Project Data

#### Existing Conditions:

Volume (AADT):	19407.03
Capacity:	31700
Volume/Capacity Ratio:	0.61
Actual Congested Speed:	48.78
Speed Limit:	55
Travel Time Index:	1.13
Truck Volume:	1158.6
Pavement Condition Rating:	84
Crash Density:	45.53
Crash Severity:	74.21
Critical Crash Rate:	40.11
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	4
Non-Interstate STRAHNET Route?	Y
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	25

#### Project Benefits:

Travel Time Savings (Autos):	13469577.24
Travel Time Saving (Trucks):	855188.52
Long-Term Employment:	0
% Change in Economy:	855188.52
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Superstreet

#### Project Cost:

Construction Cost:	\$83,312,000
Right-of-Way Cost:	\$14,597,000
Utilities Cost:	\$1,752,000
Total Project Cost:	\$99,661,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$99,661,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140009

**Mode:** Highway

**Status:** Draft

### US-70 (Arendell Street)

**From/Cross Street:** Newport River Bridge

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** SR 1175 (Radio Island Rd)

**Project Category:** Statewide Mobility

**Length:** 0.21

**TIP#:**

**Cost to NCDOT:** \$11,962,000

#### Description:

Convert the existing 2-4 lane facility from 4th St to Radio Island (SR 1175) to a 4-lane divided boulevard.

#### Project Location





**Statewide Mobility Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 45.41 Safety (10%) 77.02 Economic Competitiveness (10%) In Progress Multimodal + [Freight & Military] 35.71 (20%) 0.88 [Travel Time] Benefit/Cost (30%)	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 0</b>		

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 77.02 Multimodal + [Freight & Military] 35.71 (25%) 0.88 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 28.36</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 45.41 Safety (20%) 77.02 Multimodal + [Freight & Military] 35.71 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 28.06</b>		

## Project Data

### Existing Conditions:

Volume (AADT):	19000
Capacity:	30150.86
Volume/Capacity Ratio:	0.63
Actual Congested Speed:	33
Speed Limit:	45
Travel Time Index:	1.36
Truck Volume:	839.8
Pavement Condition Rating:	73
Crash Density:	100
Crash Severity:	66.7
Critical Crash Rate:	66.7
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	Y
Provides Direct Connection to Transportation Terminal?	Y
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	11

### Project Cost:

Construction Cost:	\$1,996,000
Right-of-Way Cost:	\$8,898,000
Utilities Cost:	\$1,068,000
Total Project Cost:	\$11,962,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$11,962,000

### Local Input Points:

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	448733.13
Travel Time Saving (Trucks):	20751.21
Long-Term Employment:	0
% Change in Economy:	20751.21
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Superstreet





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140008

**Mode:** Highway

**Status:** Draft

### US-70 (Arendell Street)

**From/Cross Street:** 4th Street

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** Newport River Bridge

**Project Category:** Statewide Mobility

**Length:** 0.58

**TIP#:**

**Cost to NCDOT:** \$24,126,000

#### **Description:**

Convert the existing 2-4 lane facility from 4th St to Radio Island (SR 1175) to a 4-lane divided boulevard.

#### **Project Location**



**Statewide Mobility Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 64.02 Safety (10%) 39.69 Economic Competitiveness (10%) In Progress Multimodal + [Freight & Military] 51.22 (20%) 2.43 [Travel Time] Benefit/Cost (30%)	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 0</b>		

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 39.69 Multimodal + [Freight & Military] 51.22 (25%) 2.43 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 23.21</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 64.02 Safety (20%) 39.69 Multimodal + [Freight & Military] 51.22 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 25.86</b>		



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	19000
Capacity:	20205.59
Volume/Capacity Ratio:	0.94
Actual Congested Speed:	33
Speed Limit:	45
Travel Time Index:	1.36
Truck Volume:	839.8
Pavement Condition Rating:	73
Crash Density:	10.22
Crash Severity:	66.59
Critical Crash Rate:	43.46
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	Y
Provides Direct Connection to Transportation Terminal?	Y
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	31

#### **Project Cost:**

Construction Cost:	\$3,190,000
Right-of-Way Cost:	\$18,693,000
Utilities Cost:	\$2,243,000
Total Project Cost:	\$24,126,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$24,126,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	2496458.73
Travel Time Saving (Trucks):	115446.2
Long-Term Employment:	0
% Change in Economy:	115446.2
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Multi-Lane Highway





**Statewide Mobility Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 52.88 Safety (10%) 59.38 Economic Competitiveness (10%) In Progress Multimodal + [Freight & Military] 23.31 (20%) 2.15 [Travel Time] Benefit/Cost (30%)	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 0</b>		

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 59.38 Multimodal + [Freight & Military] 23.31 (25%) 2.15 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 21.1</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 52.88 Safety (20%) 59.38 Multimodal + [Freight & Military] 23.31 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 24.78</b>		

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	23064.15
Capacity:	31700
Volume/Capacity Ratio:	0.73
Actual Congested Speed:	33.29
Speed Limit:	35
Travel Time Index:	1.05
Truck Volume:	1024.05
Pavement Condition Rating:	76
Crash Density:	42.65
Crash Severity:	74.94
Critical Crash Rate:	62.36
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	Y
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	30

#### **Project Cost:**

Construction Cost:	\$30,907,000
Right-of-Way Cost:	\$117,380,000
Utilities Cost:	\$14,086,000
Total Project Cost:	\$162,373,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$162,373,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	14917443.82
Travel Time Saving (Trucks):	693108.52
Long-Term Employment:	0
% Change in Economy:	693108.52
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Superstreet





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140170

**Mode:** Highway

**Status:** Draft

### NC-58 (Salter Path Road)

**From/Cross Street:** Hurst Road

**Specific Improvement Type:** 11 - Access Management

**To:** Hoffman Beach Road

**Project Category:** Regional Impact

**Length:** 6.49

**TIP#:**

**Cost to NCDOT:** \$46,449,000

#### Description:

Install a median and put in turn lanes where necessary.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 25.31 Multimodal + [Freight & Military] (25%) 0.80 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 6.53</b>		

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 17.63 Safety (20%) 25.31 Multimodal + [Freight & Military] (10%) 0.80	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 8.67</b>		



### Project Data

#### Existing Conditions:

Volume (AADT):	4199.09
Capacity:	15800
Volume/Capacity Ratio:	0.27
Actual Congested Speed:	42.7
Speed Limit:	45
Travel Time Index:	1.05
Truck Volume:	159.57
Pavement Condition Rating:	97
Crash Density:	7.69
Crash Severity:	43.43
Critical Crash Rate:	25.58
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	4
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	22

#### Project Cost:

Construction Cost:	\$31,997,000
Right-of-Way Cost:	\$12,904,000
Utilities Cost:	\$1,548,000
Total Project Cost:	\$46,449,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$46,449,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140037

**Mode:** Highway

**Status:** Draft

### NC-210 (Island Drive)

**From/Cross Street:** SR 1549 (Shell Road)

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** Surf City city limits

**Project Category:** Regional Impact

**Length:** 5.83

**TIP#:**

**Cost to NCDOT:** \$21,866,000

#### Description:

Improve the existing corridor to a 3-lane major thoroughfare with bicycle lanes.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 10.72 Multimodal + [Freight & Military] (25%) 0.57 [Travel Time] Benefit/Cost (20%) 2.73	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 3.37</b>		

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 13.99 Safety (20%) 10.72 Multimodal + [Freight & Military] (10%) 0.57	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 5</b>		

## Project Data

### Existing Conditions:

Volume (AADT):	3303.71
Capacity:	15650.25
Volume/Capacity Ratio:	0.21
Actual Congested Speed:	41.96
Speed Limit:	35
Travel Time Index:	0.83
Truck Volume:	113.98
Pavement Condition Rating:	91
Crash Density:	4.83
Crash Severity:	22.83
Critical Crash Rate:	4.83
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	5
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Arterial
Average Commuting Time:	30

### Project Cost:

Construction Cost:	\$15,940,000
Right-of-Way Cost:	\$5,291,000
Utilities Cost:	\$635,000
Total Project Cost:	\$21,866,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$21,866,000

### Local Input Points:

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	2579160.47
Travel Time Saving (Trucks):	92160.58
Long-Term Employment:	0
% Change in Economy:	92160.58
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140036

**Mode:** Highway

**Status:** Draft

### NC-33

**From/Cross Street:** NC 304

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Beaufort County Line

**Project Category:** Regional Impact

**Length:** 2.03

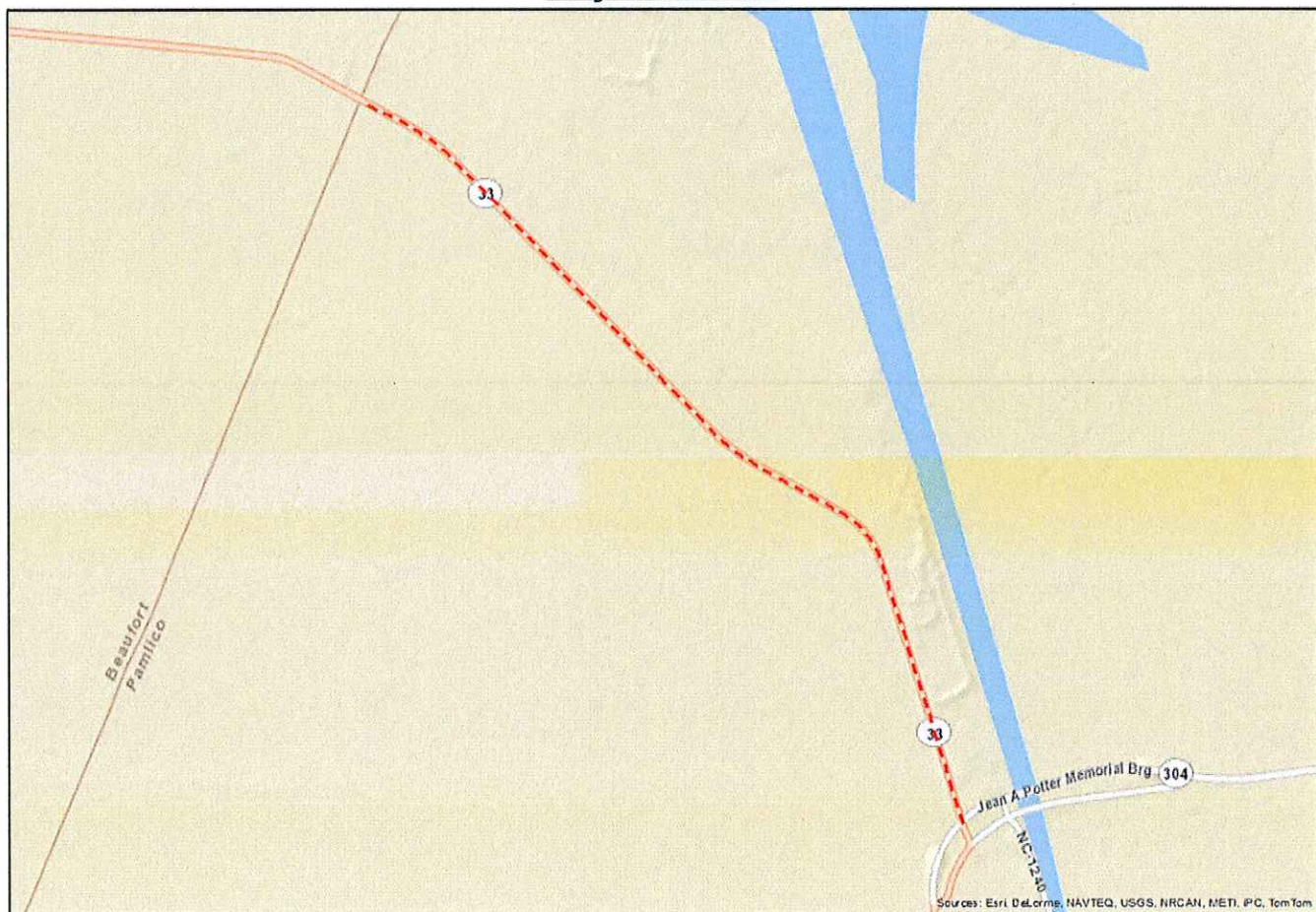
**TIP#:**

**Cost to NCDOT:** \$1,730,000

#### Description:

Widen the entire facility along NC 33 from the current 18-ft lanes to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides. Bring NC 33 to current highway standards.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 0.00 Multimodal + [Freight & Military] (25%) 0.15 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0.04		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 1.12 Safety (20%) 0.00 Multimodal + [Freight & Military] (10%) 0.15	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0.24		



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	261.79
Capacity:	15500
Volume/Capacity Ratio:	0.02
Actual Congested Speed:	50
Speed Limit:	55
Travel Time Index:	1.1
Truck Volume:	30.32
Pavement Condition Rating:	59
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	9
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	23

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### **Project Cost:**

Construction Cost:	\$1,730,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,730,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,730,000

#### **Local Input Points:**

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	Mid-East RPO
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140035

**Mode:** Highway

**Status:** Draft

### NC-304

**From/Cross Street:** SR 1217 (Lynchs Beach Loop Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** NC 307 (Pennsylvania Ave)

**Project Category:** Regional Impact

**Length:** 2.16

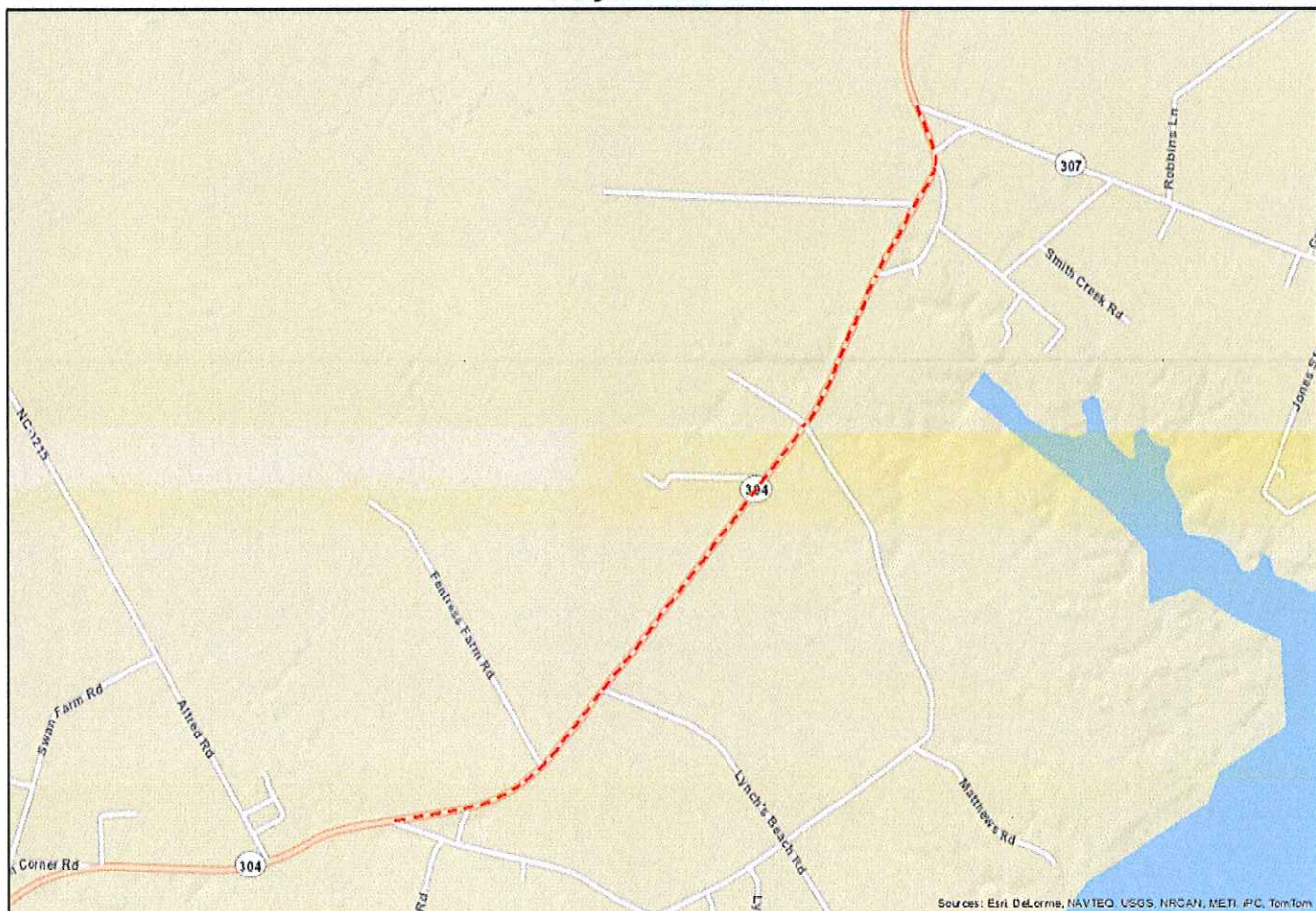
**TIP#:**

**Cost to NCDOT:** \$1,552,000

#### Description:

Along NC 304, widen from the current 20-ft lanes to 24-ft lanes with a minimum shoulder width of 2 ft on both sides starting from the intersection of NC 304 and SR 1209 (Chinchilla Dr) up to the intersection of NC 304 and NC 307. Bring NC 304 up to current highway standards.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 0.00 Multimodal + [Freight & Military] (25%) 0.67 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0.17		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 9.80 Safety (20%) 0.00 Multimodal + [Freight & Military] (10%) 0.67	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 2.03		

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	2311.05
Capacity:	15617.39
Volume/Capacity Ratio:	0.15
Actual Congested Speed:	0
Speed Limit:	35
Travel Time Index:	0
Truck Volume:	133.12
Pavement Condition Rating:	94
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	23

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### **Project Cost:**

Construction Cost:	\$1,552,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,552,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,552,000

#### **Local Input Points:**

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140034

**Mode:** Highway

**Status:** Draft

### NC-304

**From/Cross Street:** SR 1209 (Chinchilla Drive)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1217 (Lynchs Beach Loop Road)

**Project Category:** Regional Impact

**Length:** 3.36

**TIP#:**

**Cost to NCDOT:** \$2,411,000

#### Description:

Along NC 304, widen from the current 20-ft lanes to 24-ft lanes with a minimum shoulder width of 2 ft on both sides starting from the intersection of NC 304 and SR 1209 (Chinchilla Dr) up to the intersection of NC 304 and NC 307. Bring NC 304 up to current highway standards.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 0.00 Multimodal + [Freight & Military] 1.04 (25%) 0.00 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 0.26</b>		

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 15.74 Safety (20%) 0.00 Multimodal + [Freight & Military] 1.04 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 3.25</b>		



## Project Data

### Existing Conditions:

Volume (AADT):	3698.7
Capacity:	15561.06
Volume/Capacity Ratio:	0.24
Actual Congested Speed:	0
Speed Limit:	35
Travel Time Index:	0
Truck Volume:	207.13
Pavement Condition Rating:	91
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	23

### Project Cost:

Construction Cost:	\$2,411,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$2,411,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$2,411,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140033

**Mode:** Highway

**Status:** Draft

### NC-306

**From/Cross Street:** Ann Drive

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Minnesott Beach Ferry

**Project Category:** Regional Impact

**Length:** 0.73

**TIP#:**

**Cost to NCDOT:** \$621,000

### Description:

Increase turning radius at the intersection with SR 1005 (Kershaw Rd) to accommodate turning trucks coming from SR 1005 (Kershaw Rd) turning right onto NC 306. Widen entire length of NC 306 within Pamlico County to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides.

### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 0.00 Multimodal + [Freight & Military] (25%) 2.20 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0.55		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 5.09 Safety (20%) 0.00 Multimodal + [Freight & Military] (10%) 2.20	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 1.24		

### Project Data

#### Existing Conditions:

Volume (AADT):	1194.16
Capacity:	15544.39
Volume/Capacity Ratio:	0.08
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	56.72
Pavement Condition Rating:	80
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	9
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	Y
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	26

#### Project Cost:

Construction Cost:	\$621,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$621,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$621,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140032

**Mode:** Highway

**Status:** Draft

### NC-306

**From/Cross Street:** Blount Road

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Ann Drive

**Project Category:** Regional Impact

**Length:** 2.81

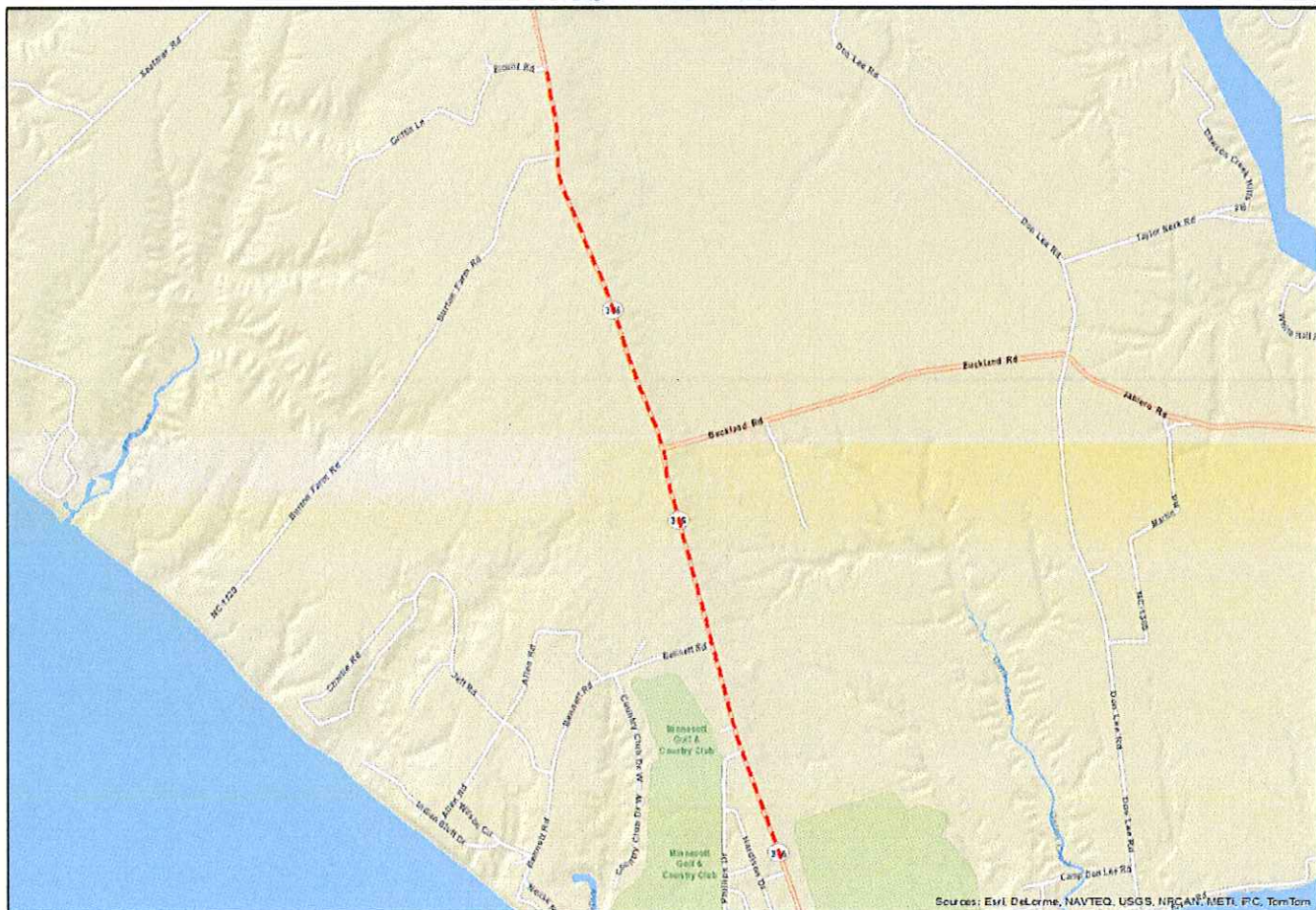
**TIP#:**

**Cost to NCDOT:** \$2,015,000

#### Description:

Increase turning radius at the intersection with SR 1005 (Kershaw Rd) to accommodate turning trucks coming from SR 1005 (Kershaw Rd) turning right onto NC 306. Widen entire length of NC 306 within Pamlico County to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 44.84 Multimodal + [Freight & Military] (25%) 0.61 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 11.36		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 9.24 Safety (20%) 44.84 Multimodal + [Freight & Military] (10%) 0.61	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 10.88		



## Project Data

### Existing Conditions:

Volume (AADT):	2172.03
Capacity:	15568.85
Volume/Capacity Ratio:	0.14
Actual Congested Speed:	22.86
Speed Limit:	55
Travel Time Index:	2.41
Truck Volume:	122.07
Pavement Condition Rating:	83
Crash Density:	47.41
Crash Severity:	35.13
Critical Crash Rate:	53.33
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	26

### Project Cost:

Construction Cost:	\$2,015,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$2,015,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$2,015,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140030

**Mode:** Highway

**Status:** Draft

### NC-306

**From/Cross Street:** Hardison Field Road

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Blount Road

**Project Category:** Regional Impact

**Length:** 2.04

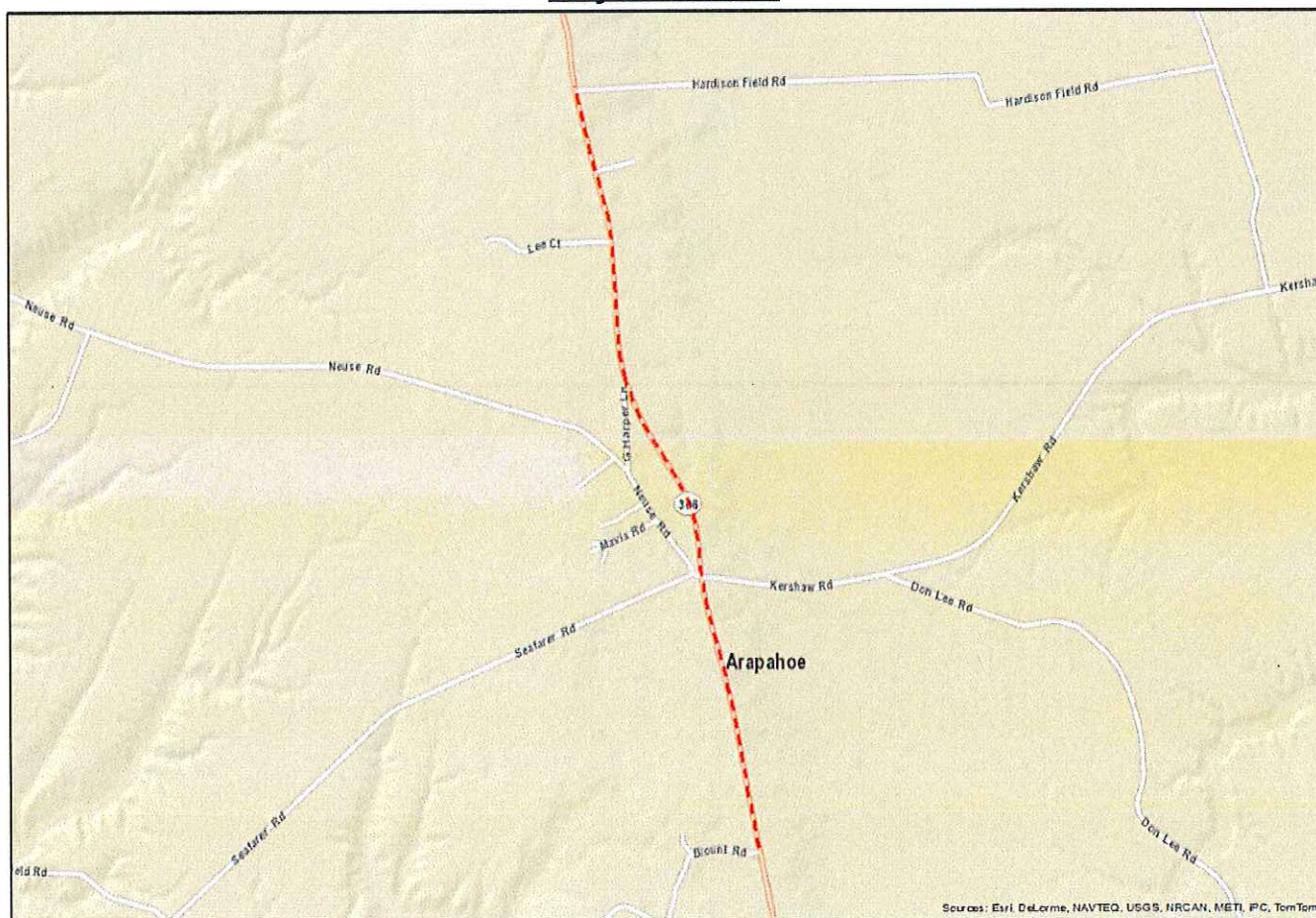
**TIP#:**

**Cost to NCDOT:** \$1,464,000

#### Description:

Increase turning radius at the intersection with SR 1005 (Kershaw Rd) to accommodate turning trucks coming from SR 1005 (Kershaw Rd) turning right onto NC 306. Widen entire length of NC 306 within Pamlico County to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 38.78 Multimodal + [Freight & Military] (25%) 0.91 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 9.92		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 13.29 Safety (20%) 38.78 Multimodal + [Freight & Military] (10%) 0.91	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 10.51		

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	3129.64
Capacity:	15598.32
Volume/Capacity Ratio:	0.2
Actual Congested Speed:	47
Speed Limit:	55
Travel Time Index:	1.17
Truck Volume:	182.77
Pavement Condition Rating:	85
Crash Density:	38.97
Crash Severity:	31.43
Critical Crash Rate:	47.11
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	26

#### **Project Cost:**

Construction Cost:	\$1,464,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,464,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,464,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140029

**Mode:** Highway

**Status:** Draft

### NC-306

**From/Cross Street:** SR 1108 (Scotts Store Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Hardison Field Road

**Project Category:** Regional Impact

**Length:** 5.15

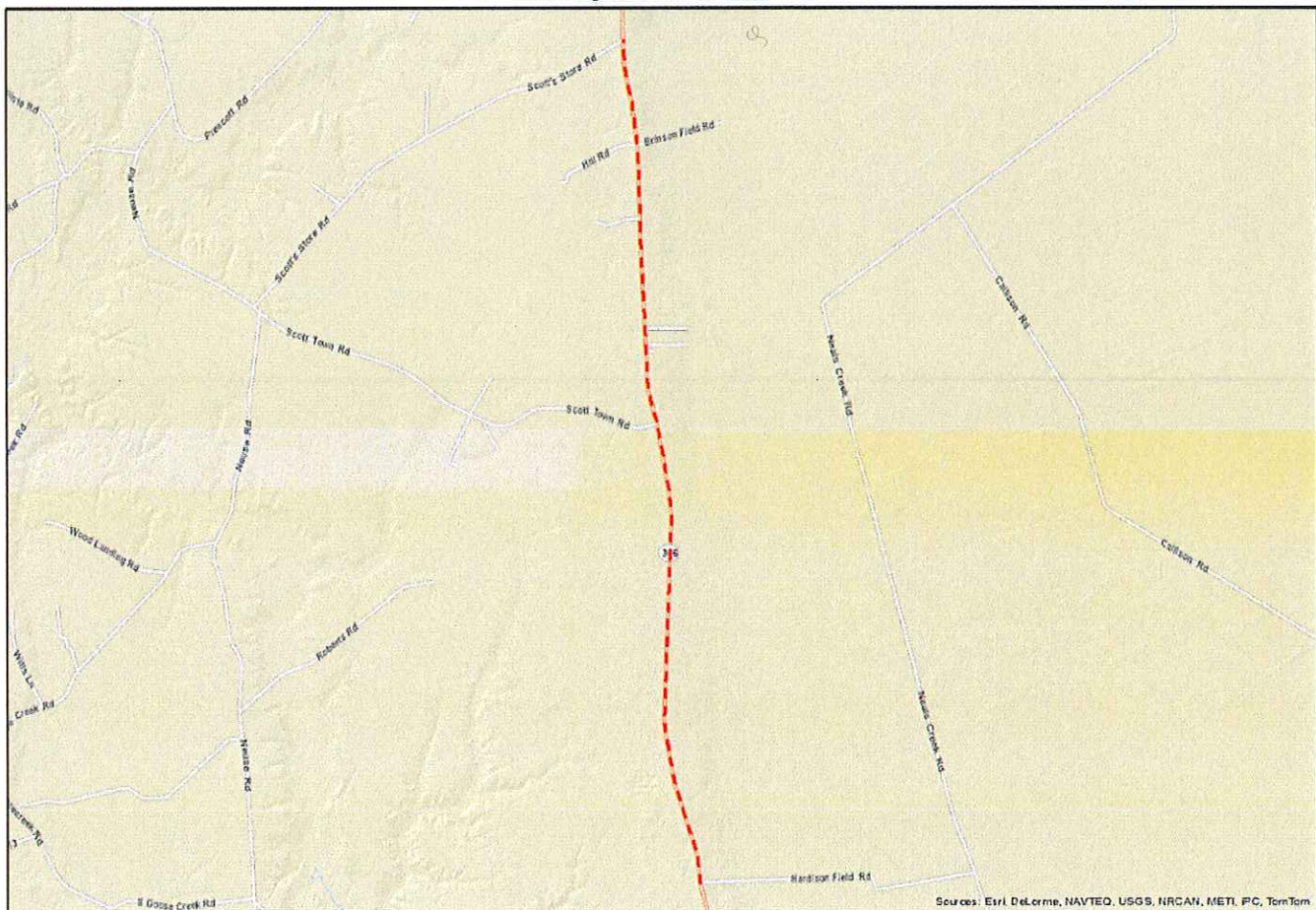
**TIP#:**

**Cost to NCDOT:** \$3,693,000

#### Description:

Increase turning radius at the intersection with SR 1005 (Kershaw Rd) to accommodate turning trucks coming from SR 1005 (Kershaw Rd) turning right onto NC 306. Widen entire length of NC 306 within Pamlico County to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 33.59 Multimodal + [Freight & Military] 1.04 (25%) 0.00 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 8.66</b>		

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 15.37 Safety (20%) 33.59 Multimodal + [Freight & Military] 1.04 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 9.9</b>		



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	3598.21
Capacity:	15500
Volume/Capacity Ratio:	0.23
Actual Congested Speed:	47.45
Speed Limit:	55
Travel Time Index:	1.16
Truck Volume:	207.62
Pavement Condition Rating:	90
Crash Density:	45.02
Crash Severity:	33.23
Critical Crash Rate:	23.54
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	25

#### **Project Cost:**

Construction Cost:	\$3,693,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$3,693,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$3,693,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140028

**Mode:** Highway

**Status:** Draft

### NC-306

**From/Cross Street:** NC 55

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1108 (Scotts Store Road)

**Project Category:** Regional Impact

**Length:** 1.57

**TIP#:**

**Cost to NCDOT:** \$1,376,000

#### Description:

Increase turning radius at the intersection with SR 1005 (Kershaw Rd) to accommodate turning trucks coming from SR 1005 (Kershaw Rd) turning right onto NC 306. Widen entire length of NC 306 within Pamlico County to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 29.13 Multimodal + [Freight & Military] 1.35 (25%) 0.00 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 7.62</b>		

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 20.07 Safety (20%) 29.13 Multimodal + [Freight & Military] 1.35 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 9.98</b>		

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	4700
Capacity:	15500
Volume/Capacity Ratio:	0.3
Actual Congested Speed:	48
Speed Limit:	55
Travel Time Index:	1.15
Truck Volume:	269.78
Pavement Condition Rating:	93
Crash Density:	20.6
Crash Severity:	40.17
Critical Crash Rate:	27.5
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	25

#### **Project Cost:**

Construction Cost:	\$1,376,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,376,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,376,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Two Lane Highway





## NCDOT Prioritization 3.0 Project Summary

SPOT ID: H140027

Mode: Highway

Status: Draft

### NC-306

From/Cross Street: Lucynda Ave

Specific Improvement Type: 16 - Modernize Roadway

To: NC 55

Project Category: Regional Impact

Length: 0.33

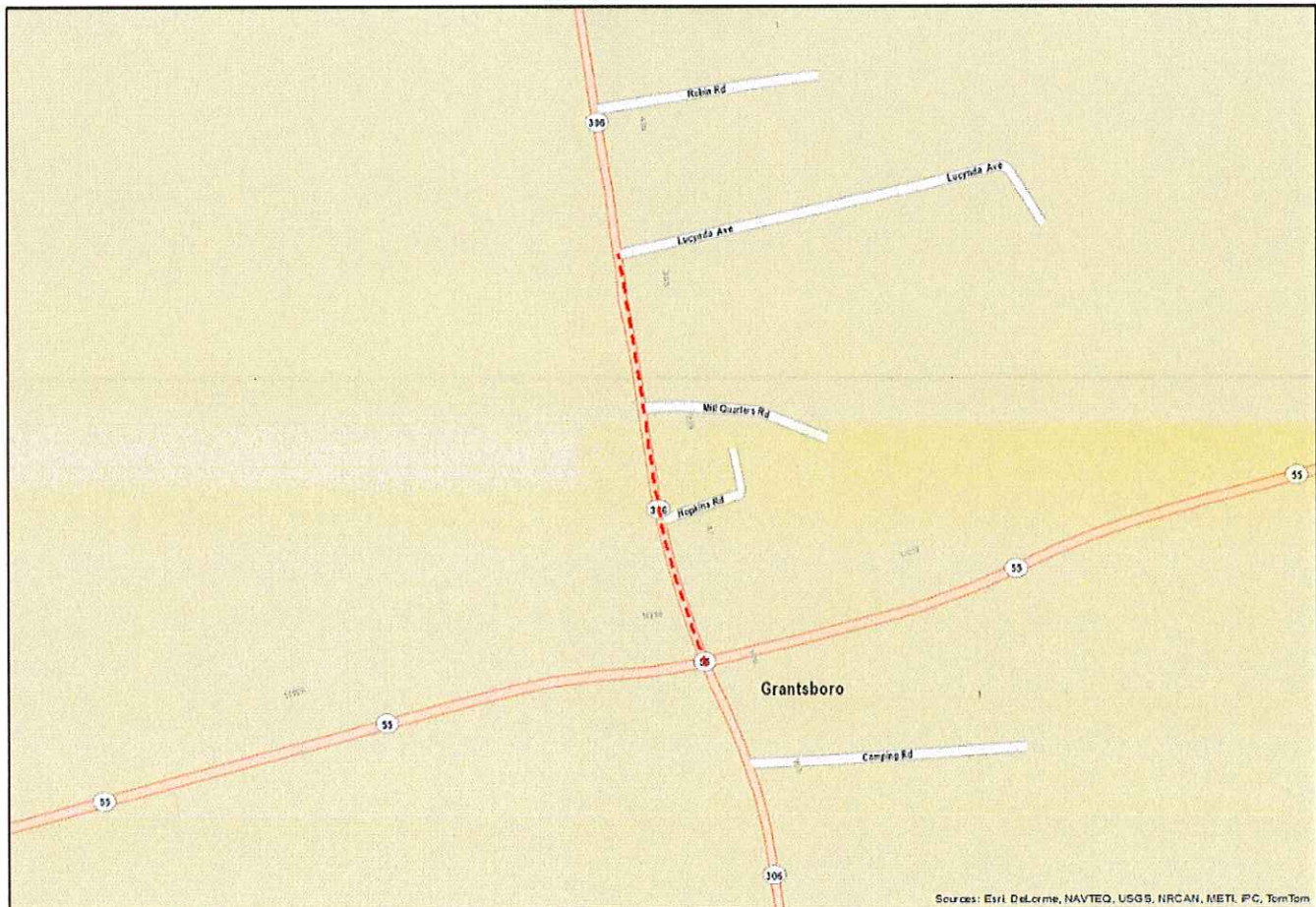
TIP#:

Cost to NCDOT: \$290,000

#### Description:

Increase turning radius at the intersection with SR 1005 (Kershaw Rd) to accommodate turning trucks coming from SR 1005 (Kershaw Rd) turning right onto NC 306. Widen entire length of NC 306 within Pamlico County to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 24.11 Multimodal + [Freight & Military] (25%) 2.55 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 6.67</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 17.51 Safety (20%) 24.11 Multimodal + [Freight & Military] (10%) 2.55	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 8.58</b>		



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	4100
Capacity:	15500
Volume/Capacity Ratio:	0.26
Actual Congested Speed:	49
Speed Limit:	55
Travel Time Index:	1.12
Truck Volume:	510.04
Pavement Condition Rating:	100
Crash Density:	19.93
Crash Severity:	9.95
Critical Crash Rate:	43.19
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	23

#### **Project Cost:**

Construction Cost:	\$290,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$290,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$290,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Two Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140026

**Mode:** Highway

**Status:** Draft

### NC-306

**From/Cross Street:** Beaufort County Line

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Lucynda Avenue

**Project Category:** Regional Impact

**Length:** 4.99

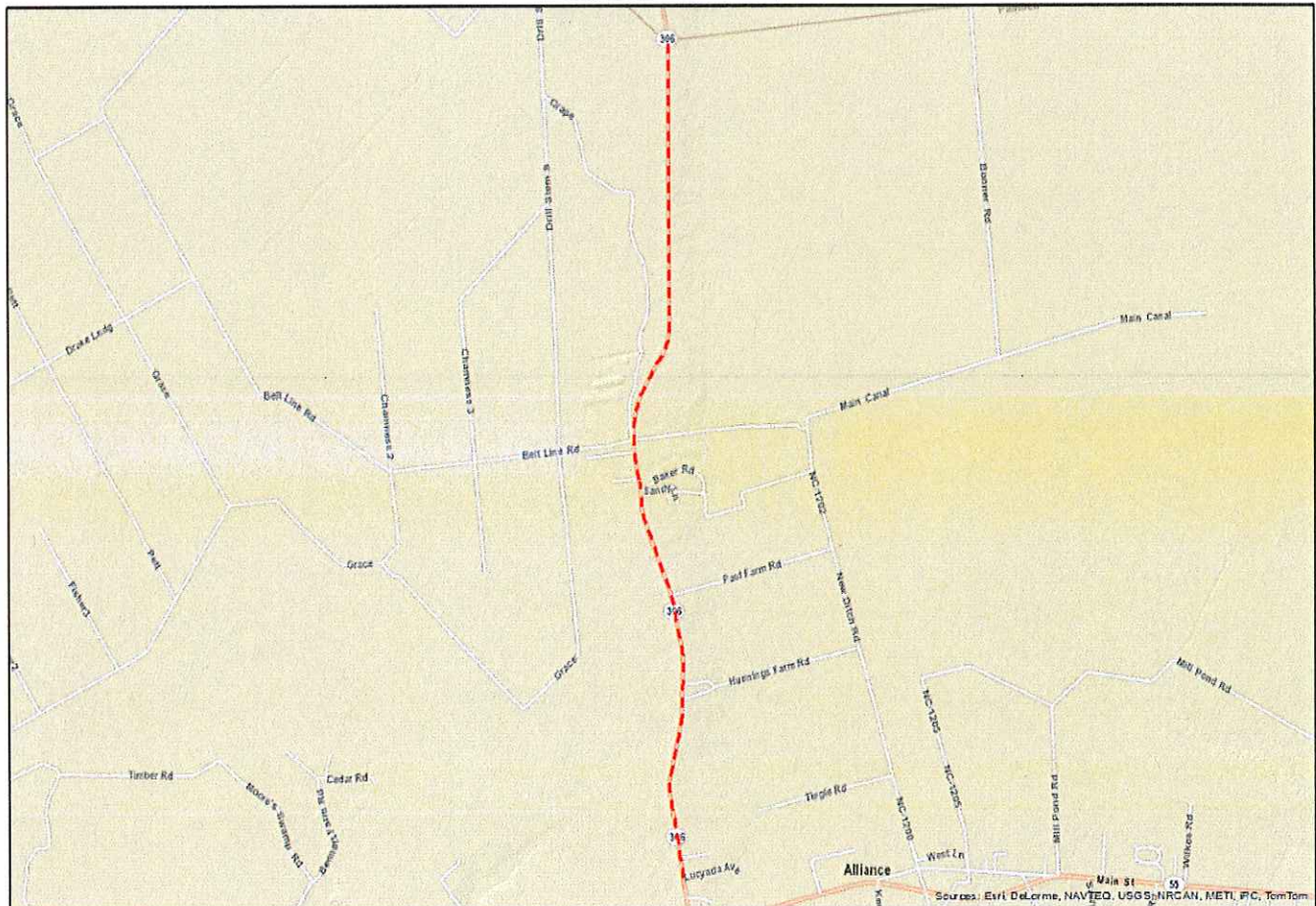
**TIP#:**

**Cost to NCDOT:** \$3,581,000

#### Description:

Increase turning radius at the intersection with SR 1005 (Kershaw Rd) to accommodate turning trucks coming from SR 1005 (Kershaw Rd) turning right onto NC 306. Widen entire length of NC 306 within Pamlico County to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 30.28 Multimodal + [Freight & Military] 1.99 (25%) 0.00 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 8.07</b>		

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 13.62 Safety (20%) 30.28 Multimodal + [Freight & Military] 1.99 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 8.98</b>		

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	3188.67
Capacity:	15500
Volume/Capacity Ratio:	0.21
Actual Congested Speed:	49
Speed Limit:	55
Travel Time Index:	1.12
Truck Volume:	397.63
Pavement Condition Rating:	97
Crash Density:	19.98
Crash Severity:	50
Critical Crash Rate:	21.78
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	23

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### **Project Cost:**

Construction Cost:	\$3,581,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$3,581,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$3,581,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140025

**Mode:** Highway

**Status:** Draft

### NC-101

**From/Cross Street:** SR 1170 (West Beaufort Road)

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** SR 1163 (Laurel Road)

**Project Category:** Regional Impact

**Length:** 5.99

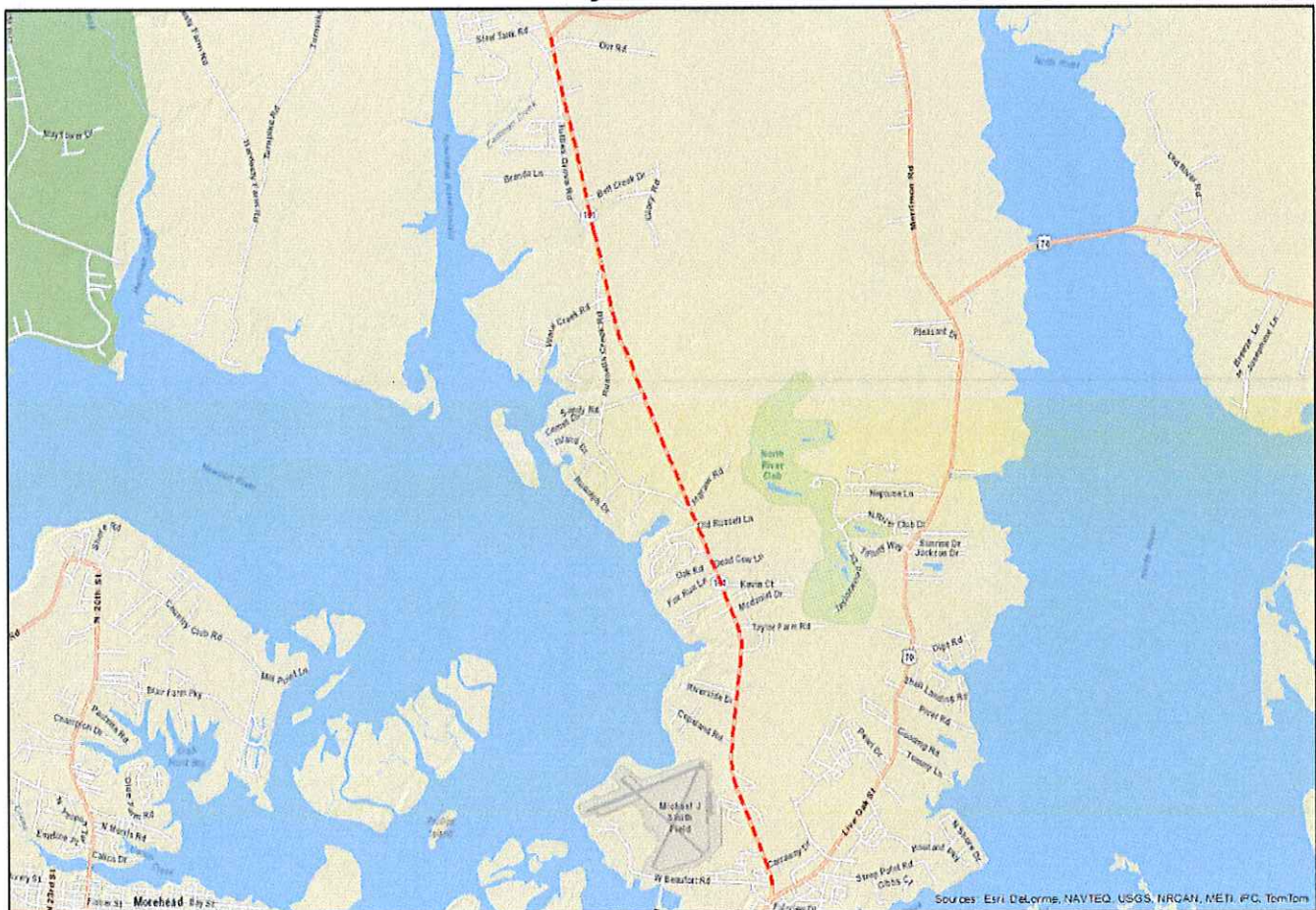
**TIP#:**

**Cost to NCDOT:** \$22,389,000

### Description:

Widen to three 12-ft lanes with 2-ft shoulders, and resurface the existing pavement. Utility relocation is recommended in some locations.

### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 57.97 Multimodal + [Freight & Military] (25%) 3.07 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 15.26</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 28.42 Safety (20%) 57.97 Multimodal + [Freight & Military] (10%) 3.07	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 17.59</b>		



### Project Data

#### Existing Conditions:

Volume (AADT):	6673.53
Capacity:	15549.53
Volume/Capacity Ratio:	0.43
Actual Congested Speed:	47
Speed Limit:	55
Travel Time Index:	1.17
Truck Volume:	614.63
Pavement Condition Rating:	94
Crash Density:	74.81
Crash Severity:	56.55
Critical Crash Rate:	44.31
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	25

#### Project Cost:

Construction Cost:	\$16,724,000
Right-of-Way Cost:	\$5,058,000
Utilities Cost:	\$607,000
Total Project Cost:	\$22,389,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$22,389,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### Project Benefits:

Travel Time Savings (Autos):	-3517957.88
Travel Time Saving (Trucks):	-356871.81
Long-Term Employment:	0
% Change in Economy:	-356871.81
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140024

**Mode:** Highway

**Status:** Draft

### NC-12 (Cedar Island Road)

**From/Cross Street:** US 70

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Cedar Island Ferry Road

**Project Category:** Regional Impact

**Length:** 11.93

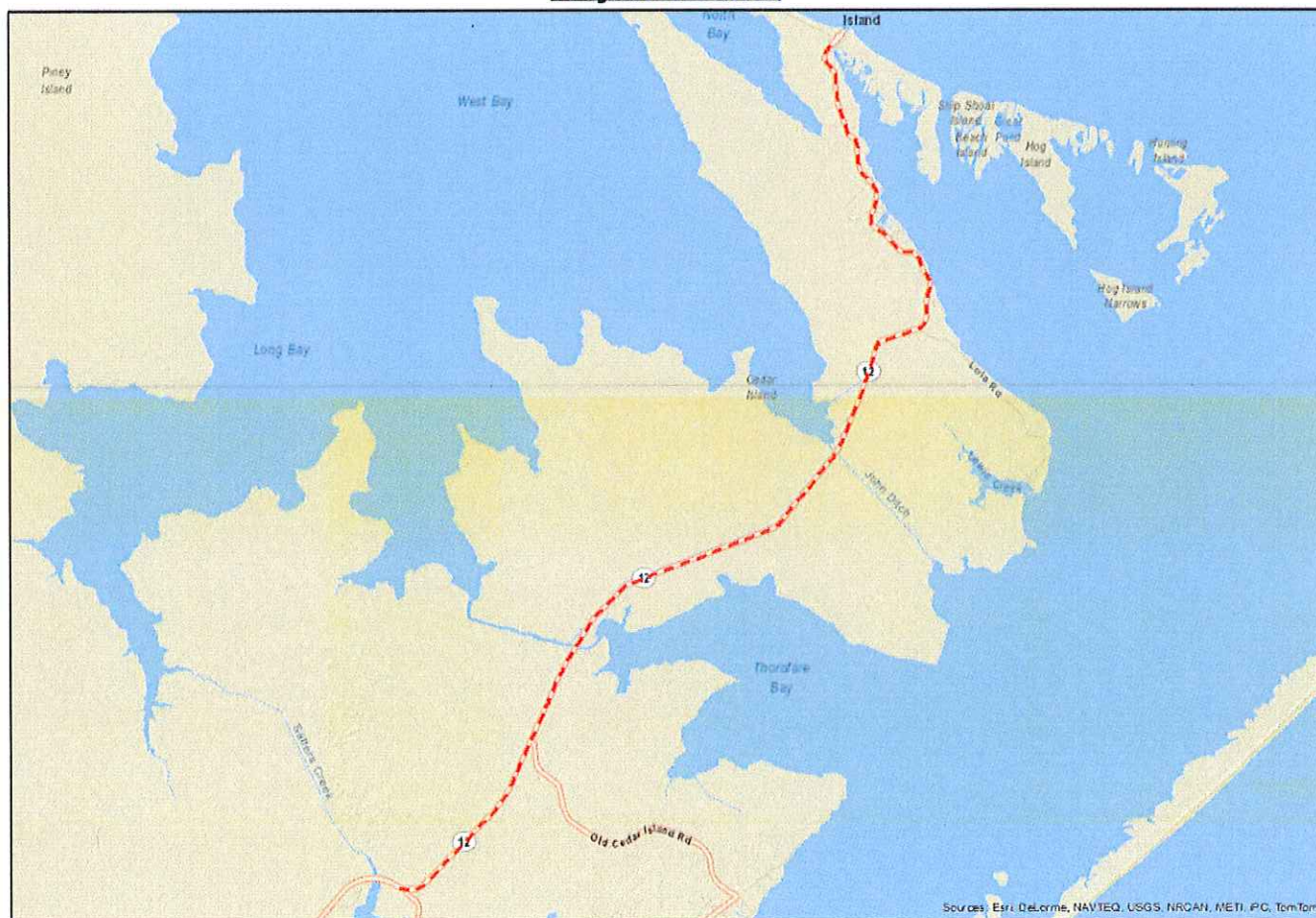
**TIP#:**

**Cost to NCDOT:** \$0

#### Description:

Widen the existing NC 12 facility from US 70 to the Cedar Island Ferry Station to two 12-ft lanes with 2-ft shoulders.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 22.54 Multimodal + [Freight & Military] (25%) 1.42 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 5.99</b>		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 3.15 Safety (20%) 22.54 Multimodal + [Freight & Military] (10%) 1.42	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 5.28</b>		

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	740.47
Capacity:	15583.05
Volume/Capacity Ratio:	0.05
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	47.02
Pavement Condition Rating:	91
Crash Density:	18.11
Crash Severity:	25.1
Critical Crash Rate:	25.09
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	Y
County Tier Designation:	3
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	29

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### **Project Cost:**

Construction Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$0

#### **Local Input Points:**

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140023

**Mode:** Highway

**Status:** Draft

### NC-58 (Emerald Drive)

**From/Cross Street:** Lee Avenue

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** Hurst Road

**Project Category:** Regional Impact

**Length:** 1.88

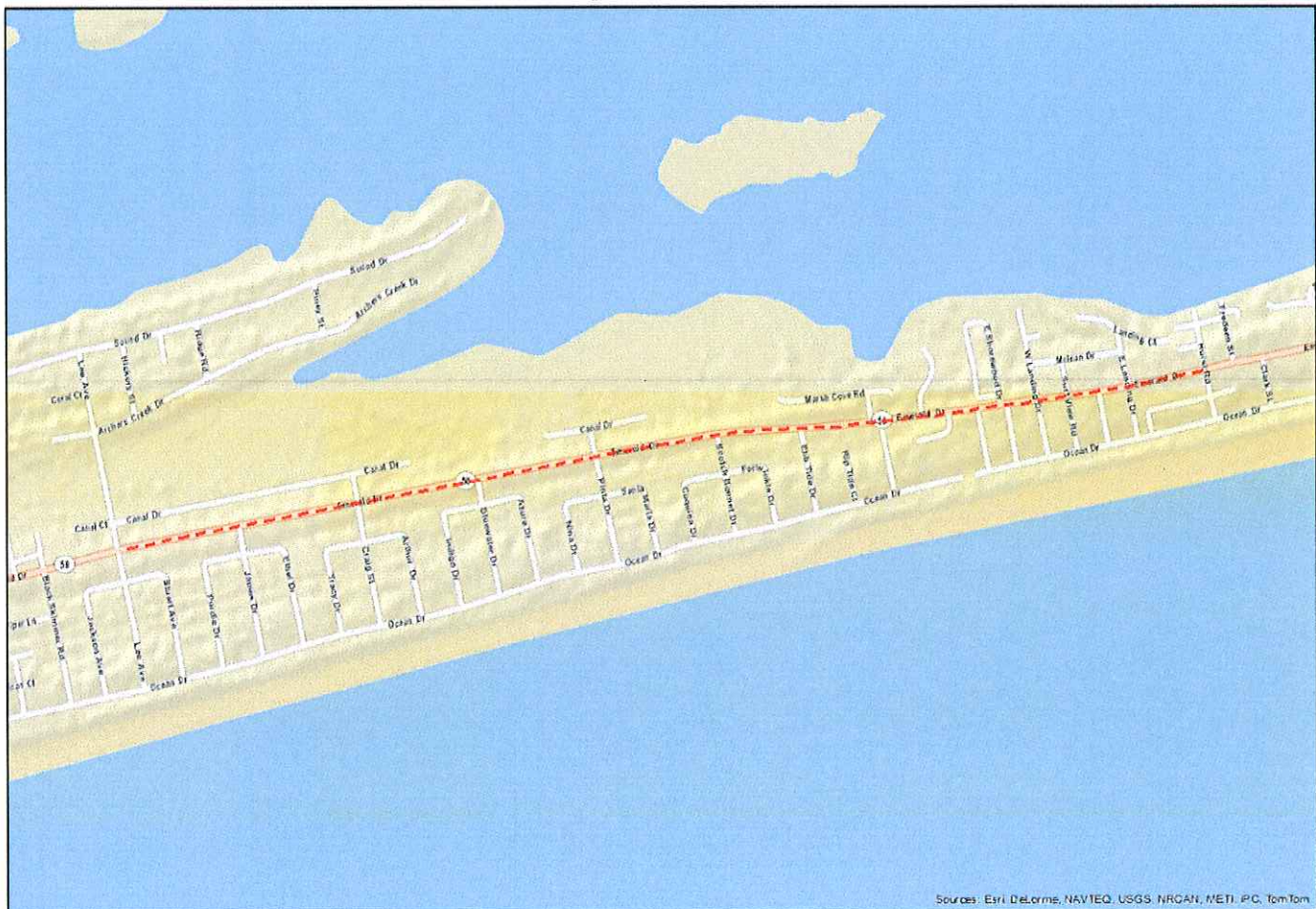
**TIP#:**

**Cost to NCDOT:** \$9,545,000

#### Description:

From Lee Ave to Hurst Rd, widen to three 12-ft lanes with 2-ft shoulders. Eliminate some driveways. Eliminate left turns in some areas. Improve some of the intersections.

#### Project Location



Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, P.C., TomTom

**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 49.76 Multimodal + [Freight & Military] (25%) 1.17 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 12.73		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 25.95 Safety (20%) 49.76 Multimodal + [Freight & Military] (10%) 1.17	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 15.26		



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	6181.88
Capacity:	15800
Volume/Capacity Ratio:	0.39
Actual Congested Speed:	43
Speed Limit:	45
Travel Time Index:	1.05
Truck Volume:	234.91
Pavement Condition Rating:	99
Crash Density:	48.9
Crash Severity:	52.97
Critical Crash Rate:	48.9
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	4
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	31

#### **Project Cost:**

Construction Cost:	\$9,265,000
Right-of-Way Cost:	\$250,000
Utilities Cost:	\$30,000
Total Project Cost:	\$9,545,000
Other Funding:	\$0
Other Funding Source:	
<b>Cost to NCDOT :</b>	<b>\$9,545,000</b>

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140022

**Mode:** Highway

**Status:** Draft

### NC-58 (Emerald Drive)

**From/Cross Street:** Coast Guard Road

**Specific Improvement Type:** 11 - Access Management

**To:** Lee Avenue

**Project Category:** Regional Impact

**Length:** 2.1

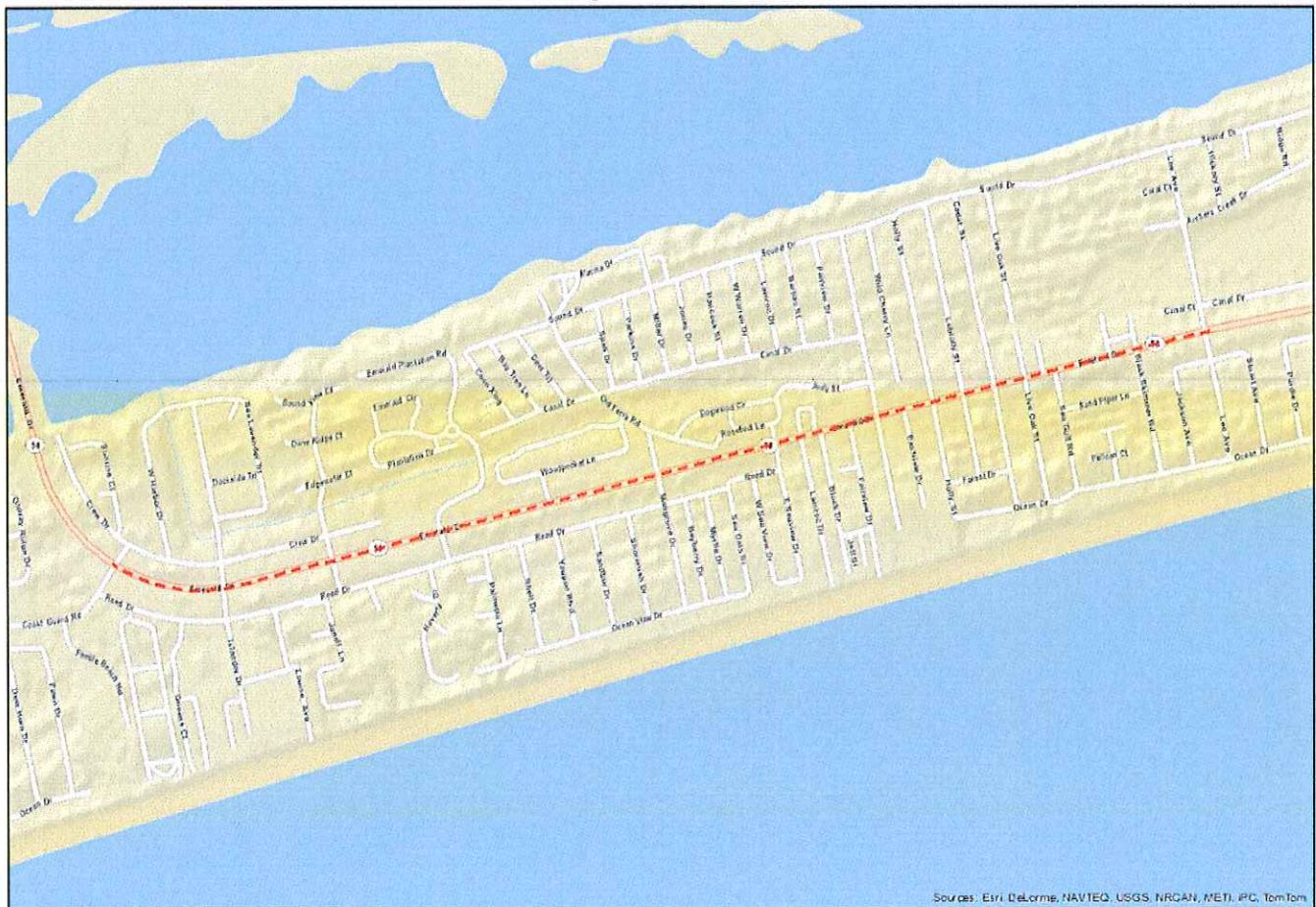
**TIP#:**

**Cost to NCDOT:** \$10,377,000

#### Description:

Eliminate some driveways, eliminate some left turns in some areas, and improve some of the intersections.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 85.24 Multimodal + [Freight & Military] 2.44 (25%) 1.37 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 22.19</b>		

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 54.96 Safety (20%) 85.24 Multimodal + [Freight & Military] 2.44 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 28.28</b>		

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	13093.66
Capacity:	15800
Volume/Capacity Ratio:	0.83
Actual Congested Speed:	41.01
Speed Limit:	45
Travel Time Index:	1.1
Truck Volume:	487.08
Pavement Condition Rating:	99
Crash Density:	97.84
Crash Severity:	62.61
Critical Crash Rate:	97.84
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	4
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	24

#### **Project Cost:**

Construction Cost:	\$10,377,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$10,377,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$10,377,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	612812.68
Travel Time Saving (Trucks):	23677.43
Long-Term Employment:	0
% Change in Economy:	23677.43
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Arterial





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140021

**Mode:** Highway

**Status:** Draft

### NC-58 (Salter Path Road)

**From/Cross Street:** Bermuda Green

**Specific Improvement Type:** 11 - Access Management

**To:** Pepper Lane

**Project Category:** Regional Impact

**Length:** 2.31

**TIP#:**

**Cost to NCDOT:** \$15,408,000

#### Description:

Install a median and put in turn lanes where necessary.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 7.97 Multimodal + [Freight & Military] 1.79 (25%) 0.28 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 2.5		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 40.35 Safety (20%) 7.97 Multimodal + [Freight & Military] 1.79 (10%)	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 9.84		



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	9612.69
Capacity:	15800
Volume/Capacity Ratio:	0.61
Actual Congested Speed:	40
Speed Limit:	45
Travel Time Index:	1.12
Truck Volume:	357.59
Pavement Condition Rating:	95
Crash Density:	15.04
Crash Severity:	1.27
Critical Crash Rate:	7.84
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	4
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	18

#### **Project Cost:**

Construction Cost:	\$11,377,000
Right-of-Way Cost:	\$3,599,000
Utilities Cost:	\$432,000
Total Project Cost:	\$15,408,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$15,408,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	184965.62
Travel Time Saving (Trucks):	7146.57
Long-Term Employment:	0
% Change in Economy:	7146.57
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140020

**Mode:** Highway

**Status:** Draft

### NC-58 (Salter Path Road)

**From/Cross Street:** Hoffman Beach Road

**Specific Improvement Type:** 11 - Access Management

**To:** Bermuda Green

**Project Category:** Regional Impact

**Length:** 5.25

**TIP#:**

**Cost to NCDOT:** \$34,402,000

#### Description:

Install a median and put in turn lanes where necessary.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 6.27 Multimodal + [Freight & Military] (25%) 1.17 [Travel Time] Benefit/Cost (20%) 0.06	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 1.87		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 26.17 Safety (20%) 6.27 Multimodal + [Freight & Military] (10%) 1.17	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 6.61		

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	6233.83
Capacity:	15800
Volume/Capacity Ratio:	0.39
Actual Congested Speed:	40
Speed Limit:	45
Travel Time Index:	1.12
Truck Volume:	233.77
Pavement Condition Rating:	97
Crash Density:	6.34
Crash Severity:	6.34
Critical Crash Rate:	6.34
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	4
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	22

#### **Project Cost:**

Construction Cost:	\$25,881,000
Right-of-Way Cost:	\$7,608,000
Utilities Cost:	\$913,000
Total Project Cost:	\$34,402,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$34,402,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	90929.68
Travel Time Saving (Trucks):	3542.71
Long-Term Employment:	0
% Change in Economy:	3542.71
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Arterial





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140019

**Mode:** Highway

**Status:** Draft

### US-70

**From/Cross Street:** NC 12 (Cedar Island Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1417 (Seashore Drive)

**Project Category:** Regional Impact

**Length:** 4.4

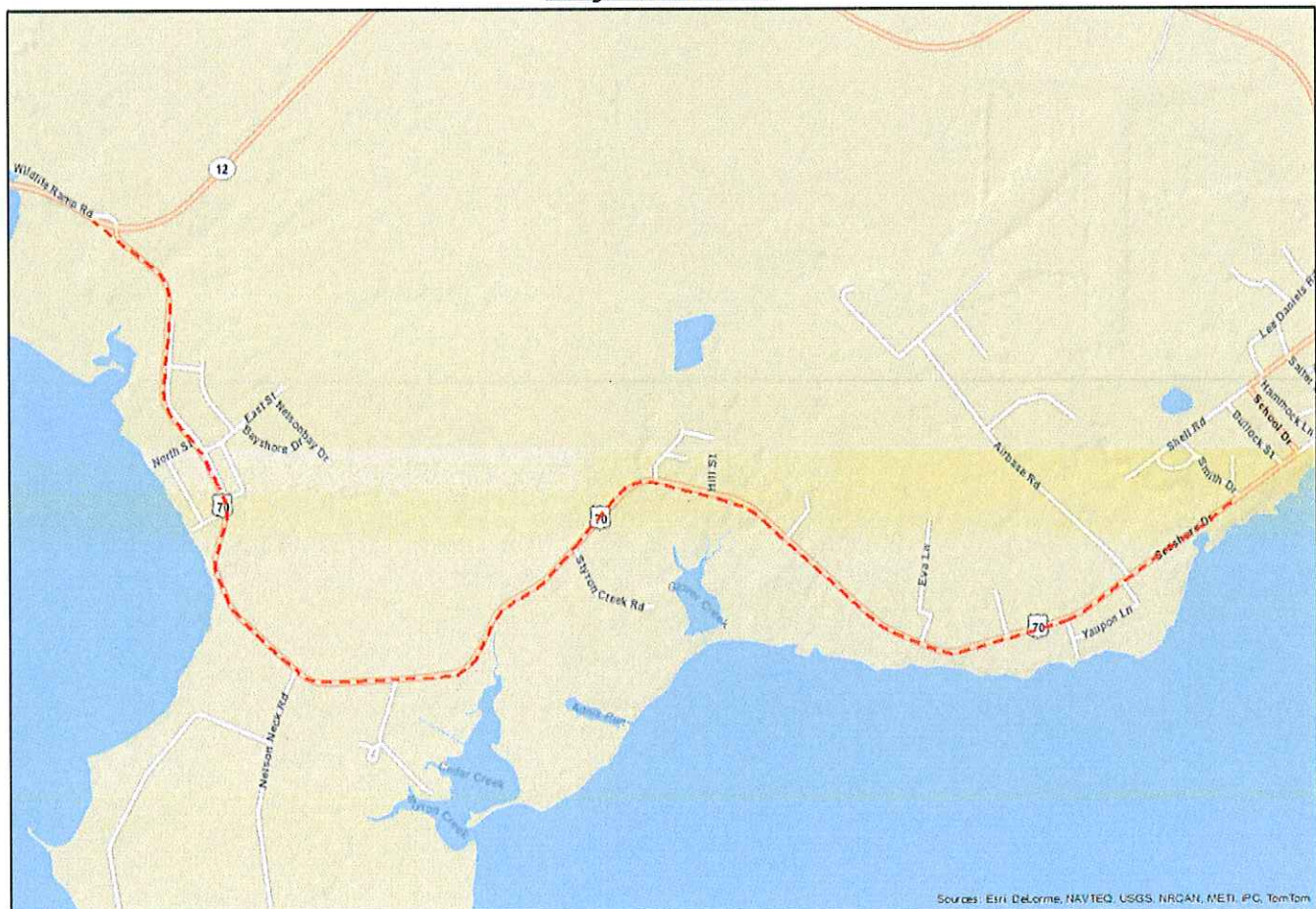
**TIP#:**

**Cost to NCDOT:** \$0

### Description:

Widen the existing US 70 facility from Whitehurst Rd (SR 1350) to Seashore Dr (SR 1417) in Atlantic to two 12-ft lanes with 2-ft shoulders.

### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 37.17 Multimodal + [Freight & Military] (25%) 0.24 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 9.35		

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 8.82 Safety (20%) 37.17 Multimodal + [Freight & Military] (10%) 0.24	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 9.22		



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	2100
Capacity:	15798.84
Volume/Capacity Ratio:	0.13
Actual Congested Speed:	36.06
Speed Limit:	45
Travel Time Index:	1.25
Truck Volume:	48.09
Pavement Condition Rating:	95
Crash Density:	26.44
Crash Severity:	47.01
Critical Crash Rate:	39.19
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	30

#### **Project Cost:**

Construction Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$0

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140018

**Mode:** Highway

**Status:** Draft

### US-70

**From/Cross Street:** SR 1350 (Whitehurst Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** NC 12 (Cedar Island Road)

**Project Category:** Regional Impact

**Length:** 14.3

**TIP#:**

**Cost to NCDOT:** \$5,126,000

#### Description:

den the existing US 70 facility from Whitehurst Rd (SR 1350) to Seashore Dr (SR 1417) in Atlantic to two 12-ft lanes with 2-ft shoulders.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 39.50 Multimodal + [Freight & Military] 0.74 (25%) 0.00 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 10.06</b>		

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 11.00 Safety (20%) 39.50 Multimodal + [Freight & Military] 0.74 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 10.17</b>		

## Project Data

### Existing Conditions:

Volume (AADT):	2575.81
Capacity:	15500
Volume/Capacity Ratio:	0.17
Actual Congested Speed:	48
Speed Limit:	55
Travel Time Index:	1.15
Truck Volume:	147.59
Pavement Condition Rating:	77
Crash Density:	39.76
Crash Severity:	42.91
Critical Crash Rate:	37.02
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	29

### Project Cost:

Construction Cost:	\$5,126,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$5,126,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$5,126,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140017

**Mode:** Highway

**Status:** Draft

### US-70

**From/Cross Street:** SR 1429 (Olga Road)

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

**To:** SR 1350 (Whitehurst Road)

**Project Category:** Regional Impact

**Length:** 8.85

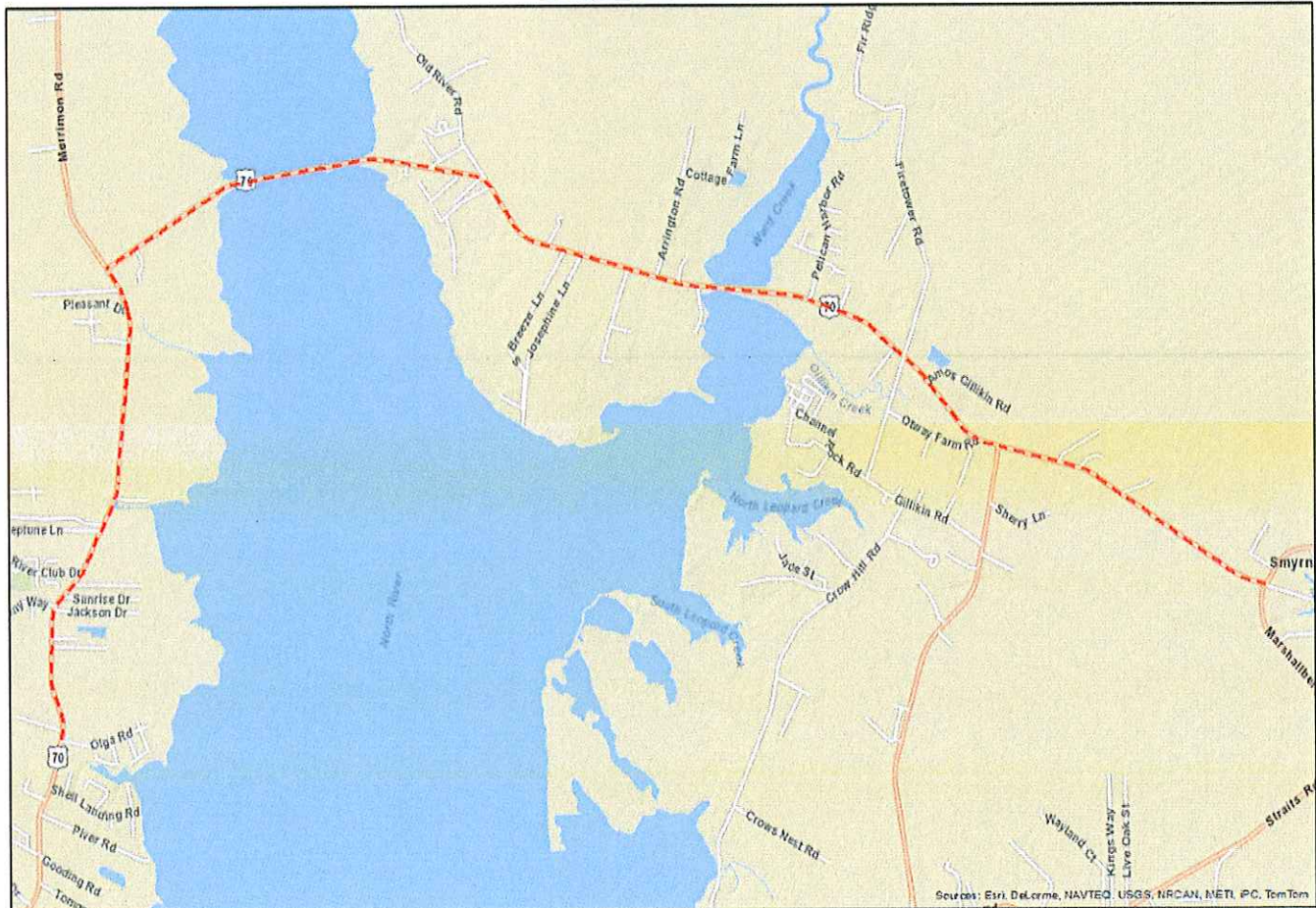
**TIP#:**

**Cost to NCDOT:** \$121,753,000

#### Description:

facility from Olga Rd (SR 1429) to Whitehurst Rd (SR 1350) to a 4-lane divided expressway. Widen Bridge No. 33 over the North River to 4 lanes. Widen Bridge No. 35 over Ward Creek to 4 lanes.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 77.47 Multimodal + [Freight & Military] (25%) 2.27 [Travel Time] Benefit/Cost (20%) 0.13 Totals: Weight: 70% Weighted Score: 19.96	Percent: 15% Points:	Percent: 15% Points:

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 33.63 Safety (20%) 77.47 Multimodal + [Freight & Military] (10%) 2.27 Totals: Weight: 50% Weighted Score: 22.45	Percent: 25% Points:	Percent: 25% Points:



## Project Data

### Existing Conditions:

Volume (AADT):	7875.19
Capacity:	15500
Volume/Capacity Ratio:	0.51
Actual Congested Speed:	46.31
Speed Limit:	55
Travel Time Index:	1.19
Truck Volume:	454.4
Pavement Condition Rating:	78
Crash Density:	90.3
Crash Severity:	77.9
Critical Crash Rate:	66.55
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	27

### Project Cost:

Construction Cost:	\$65,421,000
Right-of-Way Cost:	\$50,296,000
Utilities Cost:	\$6,036,000
Total Project Cost:	\$121,753,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$121,753,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	651884.62
Travel Time Saving (Trucks):	39916.95
Long-Term Employment:	0
% Change in Economy:	39916.95
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Multi-Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140016

**Mode:** Highway

**Status:** Draft

### US-70

**From/Cross Street:** NC 101

**Specific Improvement Type:** 11 - Access Management

**To:** SR 1429 (Olga Road)

**Project Category:** Regional Impact

**Length:** 2.08

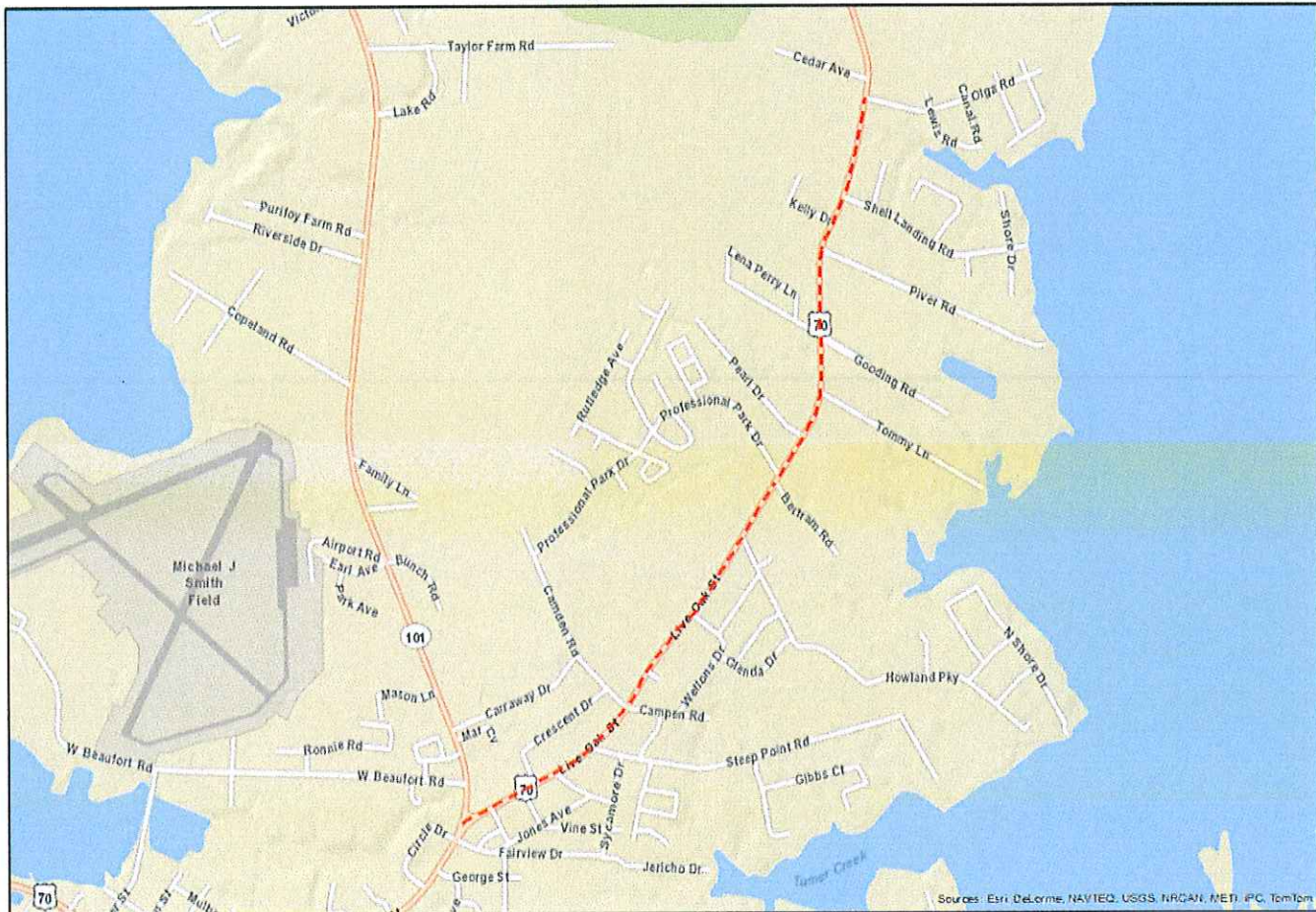
**TIP#:**

**Cost to NCDOT:** \$13,849,000

### Description:

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

### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 56.89 Multimodal + [Freight & Military] 4.55 (25%) 0.00 [Travel Time] Benefit/Cost (20%)	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 15.36</b>		

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 67.90 Safety (20%) 56.89 Multimodal + [Freight & Military] 4.55 (10%)	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 25.41</b>		

## Project Data

### Existing Conditions:

Volume (AADT):	16000
Capacity:	15610.78
Volume/Capacity Ratio:	1.02
Actual Congested Speed:	42.68
Speed Limit:	55
Travel Time Index:	1.29
Truck Volume:	910.4
Pavement Condition Rating:	80
Crash Density:	77.53
Crash Severity:	36.26
Critical Crash Rate:	58.61
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	23

### Project Cost:

Construction Cost:	\$10,262,000
Right-of-Way Cost:	\$3,203,000
Utilities Cost:	\$384,000
Total Project Cost:	\$13,849,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$13,849,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	-5884224.51
Travel Time Saving (Trucks):	-355012.59
Long-Term Employment:	0
% Change in Economy:	-355012.59
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Arterial





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140165

**Mode:** Highway

**Status:** Draft

### SR-1538 (Morris Landing Road)

**From/Cross Street:** SR 1534 (North Smith Street)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1538 (Holly Ridge Road)

**Project Category:** Division Needs

**Length:** 1.18

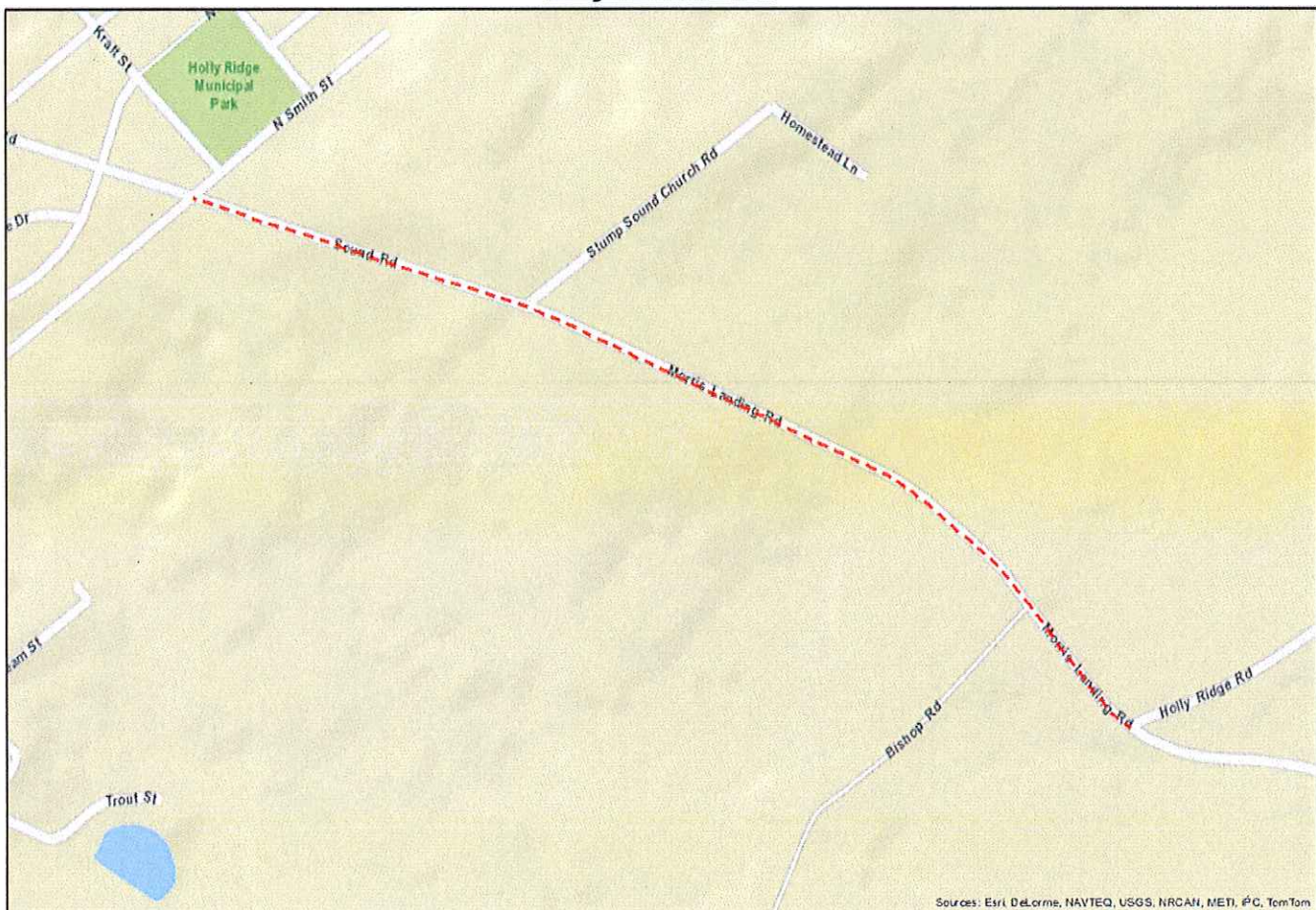
**TIP#:**

**Cost to NCDOT:** \$844,000

#### Description:

Widen from two 10-ft lanes to two 12-ft lanes with 2-ft paved shoulders from Sound Rd (SR 1538) to Holly Ridge Rd (SR 1534).

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 1.53 Safety (20%) 0.00 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0.31		



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	359.63
Capacity:	15560.04
Volume/Capacity Ratio:	0.02
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	44
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	30

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### **Project Cost:**

Construction Cost:	\$844,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$844,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$844,000

#### **Local Input Points:**

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140164

**Mode:** Highway

**Status:** Draft

### SR-1534 (Holly Ridge Road)

**From/Cross Street:** SR 1538 (Morris Landing Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1531 (Tar Landing Road)

**Project Category:** Division Needs

**Length:** 2.87

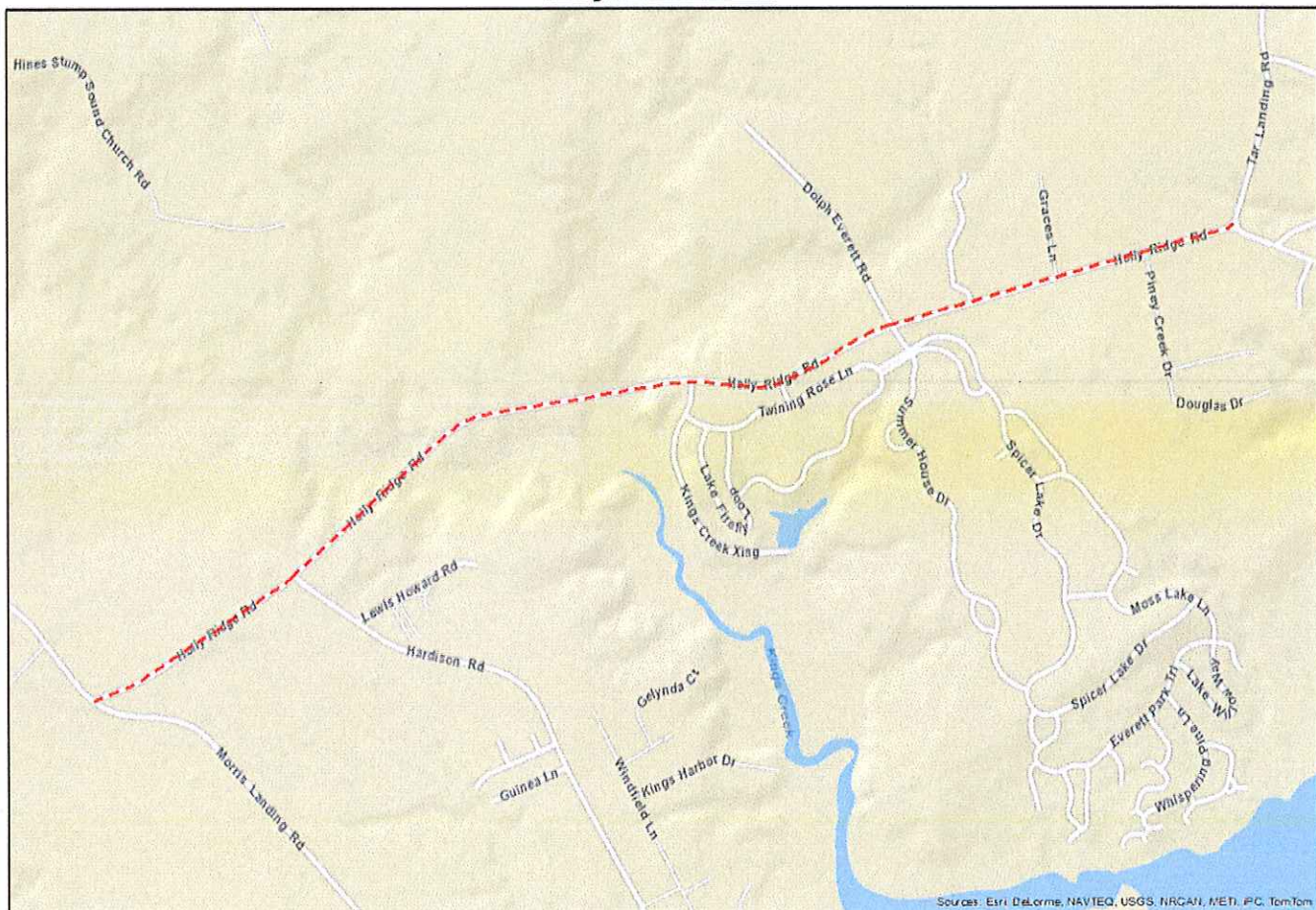
**TIP#:**

**Cost to NCDOT:** \$2,357,000

#### Description:

Widen from two 10-ft lanes to two 12-ft lanes with 2-ft paved shoulders from Morris Landing Rd (SR 1538) to Tar Landing Rd (SR 1531).

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 2.11 Safety (20%) 40.16 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 8.45	Percent: 25% Points:	Percent: 25% Points:

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	493.35
Capacity:	15500
Volume/Capacity Ratio:	0.03
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	54
Crash Density:	70.87
Crash Severity:	17.38
Critical Crash Rate:	33.43
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	30

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### **Project Cost:**

Construction Cost:	\$2,357,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$2,357,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$2,357,000

#### **Local Input Points:**

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140162

**Mode:** Highway

**Status:** Draft

### SR-1568 (North new River Inlet Road)

**From/Cross Street:** NC 210 (Island Drive)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** River Drive

**Project Category:** Division Needs

**Length:** 5.32

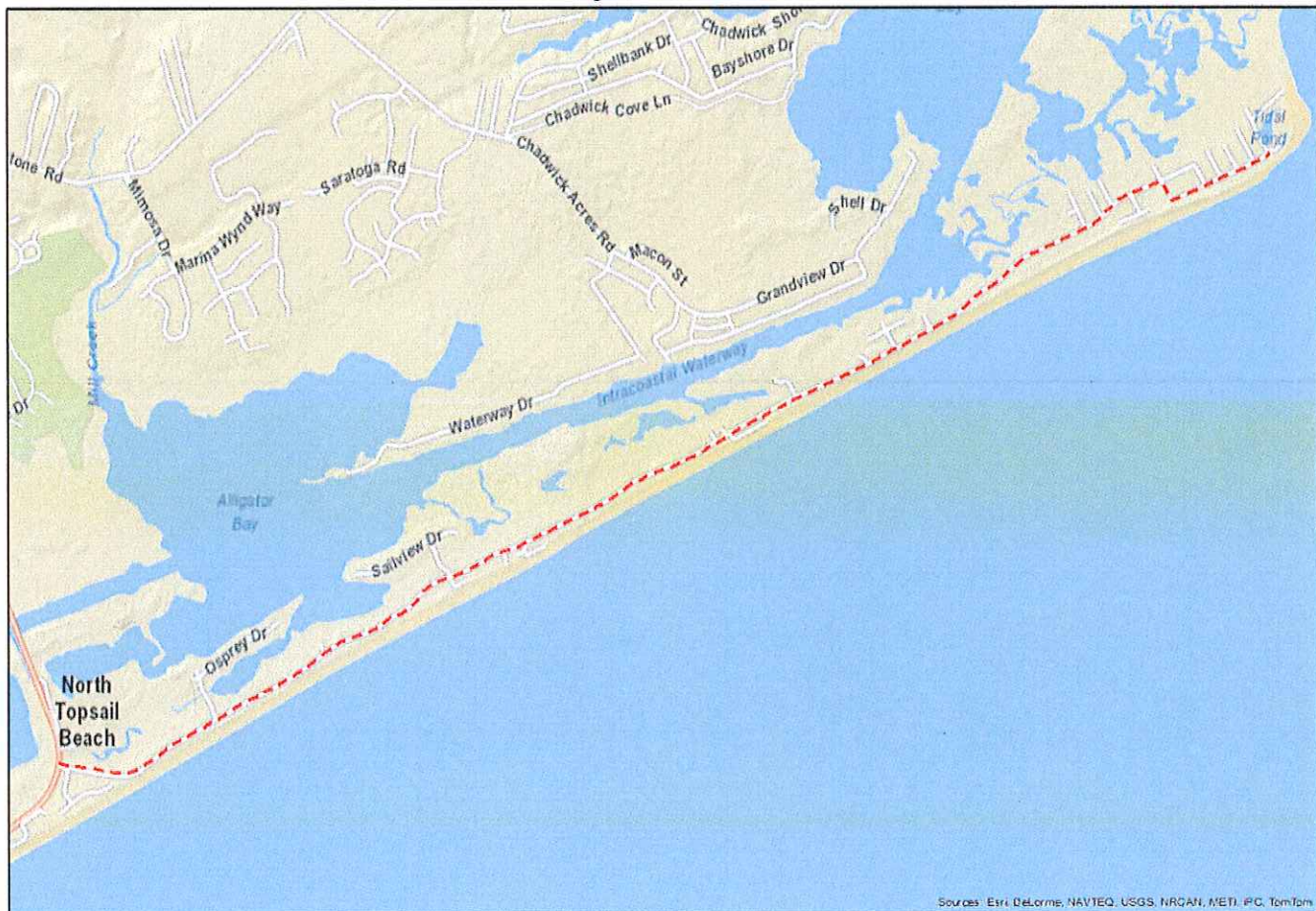
**TIP#:**

**Cost to NCDOT:** \$4,464,000

#### Description:

Widen from two 11-ft lanes to two 12-ft lanes with 2-ft paved shoulders from NC 210 to the end of state maintenance.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 9.95 Safety (20%) 0.00 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 1.99	Percent: 25% Points:	Percent: 25% Points:



## Project Data

### Existing Conditions:

Volume (AADT):	2370.22
Capacity:	15800
Volume/Capacity Ratio:	0.15
Actual Congested Speed:	0
Speed Limit:	45
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	99
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Arterial
Average Commuting Time:	30

### Project Cost:

Construction Cost:	\$4,464,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$4,464,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$4,464,000

### Local Input Points:

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140111

**Mode:** Highway

**Status:** Draft

### SR-1531 (Tar Landing Road)

**From/Cross Street:** SR 1534 (Holly Ridge Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1518 (Old Folkstone Road)

**Project Category:** Division Needs

**Length:** 1.87

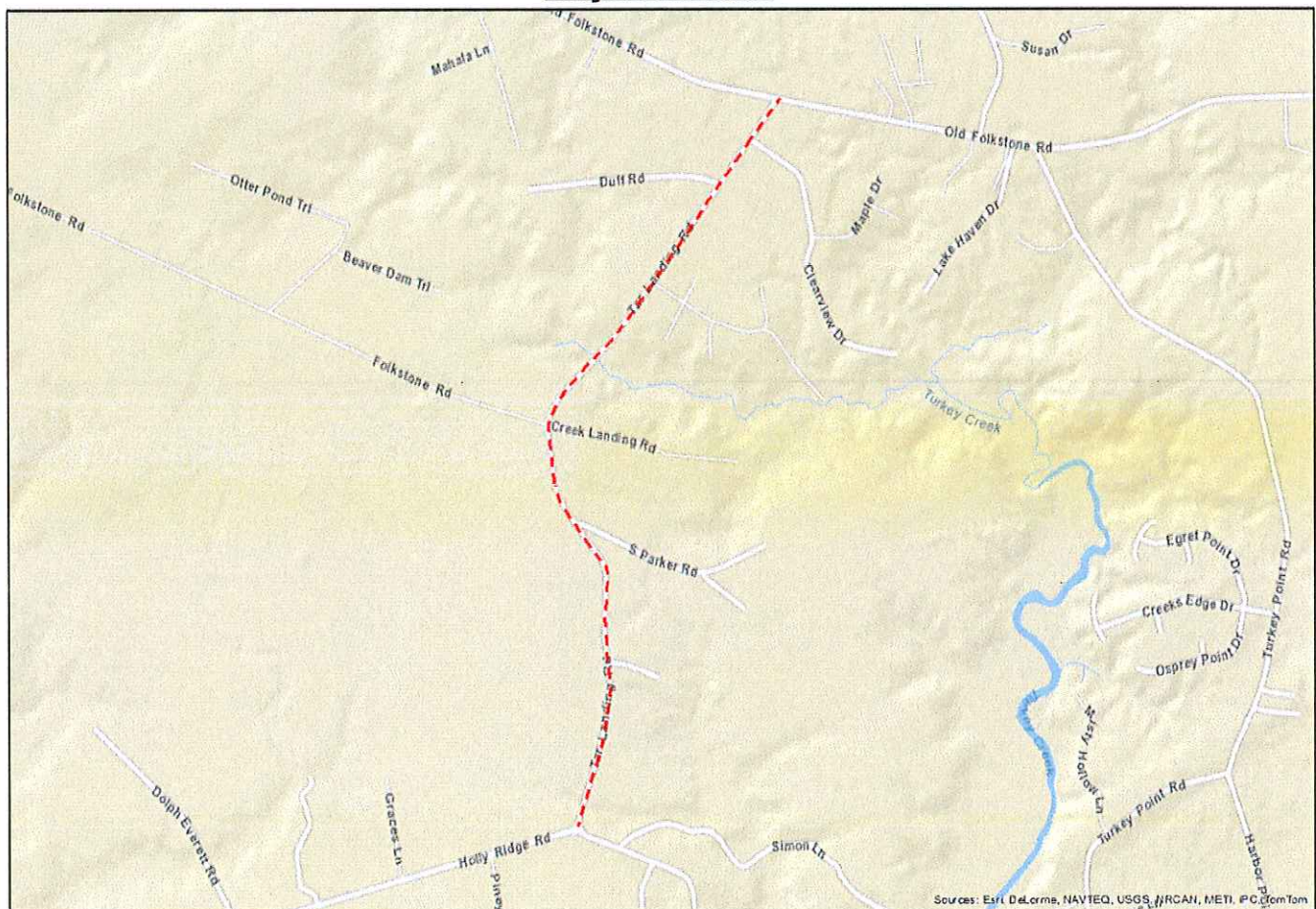
**TIP#:**

**Cost to NCDOT:** \$1,341,000

#### Description:

Widen from two 10-ft lanes to two 12-ft lanes with 2-ft paved shoulders from Holly Ridge Rd (SR 1534) to Old Folkstone Rd (SR 1518).

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 4.79 Safety (20%) 43.87 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 9.73	Percent: 25% Points:	Percent: 25% Points:

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	1122.55
Capacity:	15500
Volume/Capacity Ratio:	0.07
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	85
Crash Density:	73.01
Crash Severity:	17.76
Critical Crash Rate:	42.18
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	30

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### **Project Cost:**

Construction Cost:	\$1,341,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,341,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,341,000

#### **Local Input Points:**

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	74.75
Second MPO/RPO:	Jacksonville Urban MPO
Second MPO/RPO %:	25.25
Third MPO/RPO:	
Third MPO/RPO %:	0





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140109

**Mode:** Highway

**Status:** Draft

### SR-1512 (Old Hammock Road)

**From/Cross Street:** NC 24 (Corbett Ave)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1511 (Hammock Beach Road)

**Project Category:** Division Needs

**Length:** 1.14

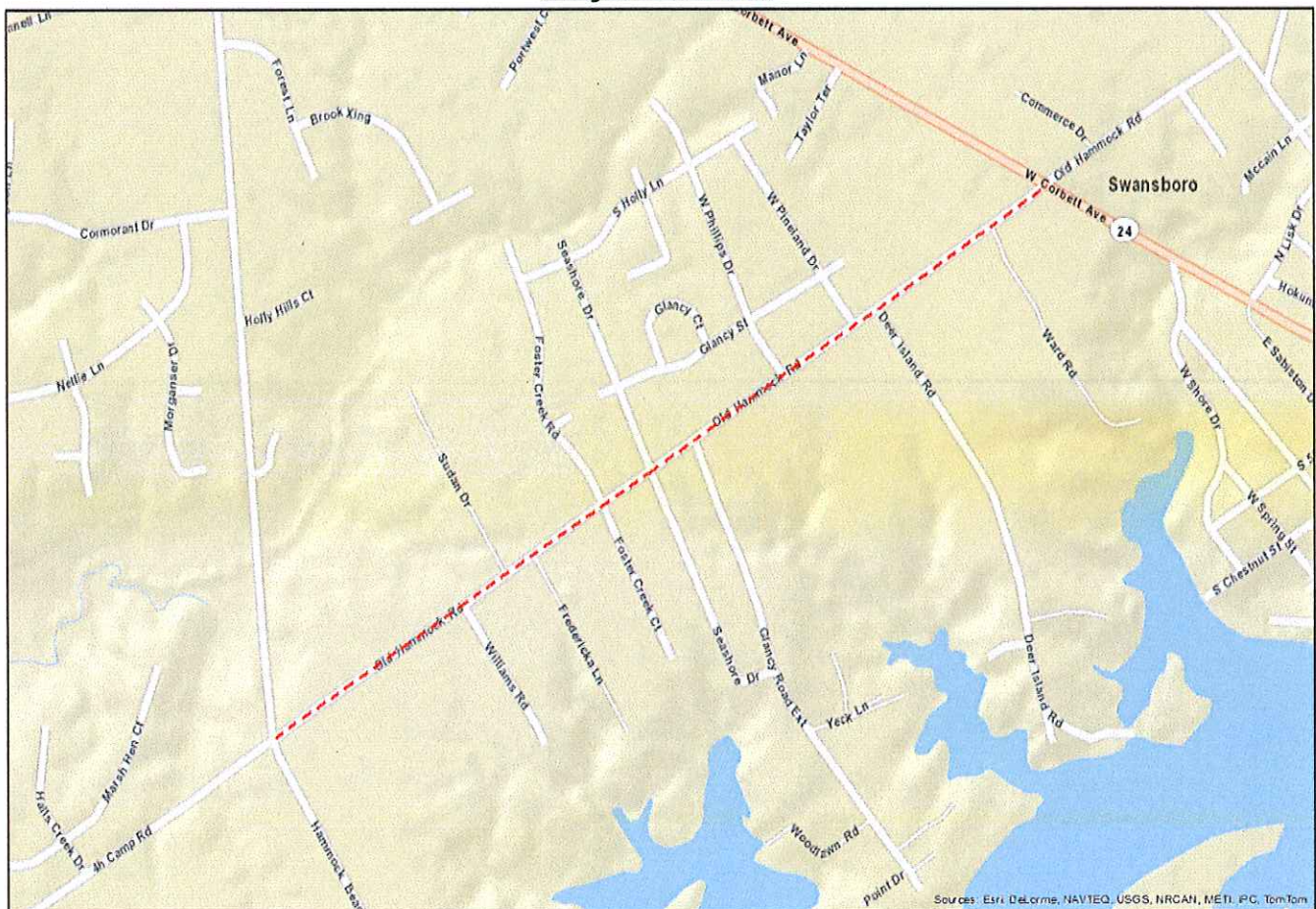
**TIP#:**

**Cost to NCDOT:** \$0

#### Description:

Widen the entire length of SR 1512 from two 11-ft lanes to two 12-ft lanes.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 3.57 Safety (20%) 13.36 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 3.38</b>		



## Project Data

### Existing Conditions:

Volume (AADT):	849.63
Capacity:	15800
Volume/Capacity Ratio:	0.05
Actual Congested Speed:	0
Speed Limit:	45
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	98
Crash Density:	21.14
Crash Severity:	19.33
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Arterial
Average Commuting Time:	28

### Project Cost:

Construction Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$0

### Local Input Points:

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

SPOT ID: H140107

Mode: Highway

Status: Draft

### SR-1511 (Hammock Beach Road)

From/Cross Street: NC 24 (Corbett Ave)

Specific Improvement Type: 16 - Modernize Roadway

To: (Wind Dance Lane)

Project Category: Division Needs

Length: 2.19

TIP#:

Cost to NCDOT: \$1,865,000

#### Description:

Widen the entire length of SR 1511 from two 9-ft lanes to two 12-ft lanes.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 6.02 Safety (20%) 0.00 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 1.2		

### Project Data

#### Existing Conditions:

Volume (AADT):	1435.01
Capacity:	15800
Volume/Capacity Ratio:	0.09
Actual Congested Speed:	0
Speed Limit:	45
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	78
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	9
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Arterial
Average Commuting Time:	28

#### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial

#### Project Cost:

Construction Cost:	\$1,865,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,865,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,865,000

#### Local Input Points:

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140105

**Mode:** Highway

**Status:** Draft

### SR-1509 (Queens Creek Road)

**From/Cross Street:** NC 24 (Corbett Ave)

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** Queen Creek Bridge

**Project Category:** Division Needs

**Length:** 1.36

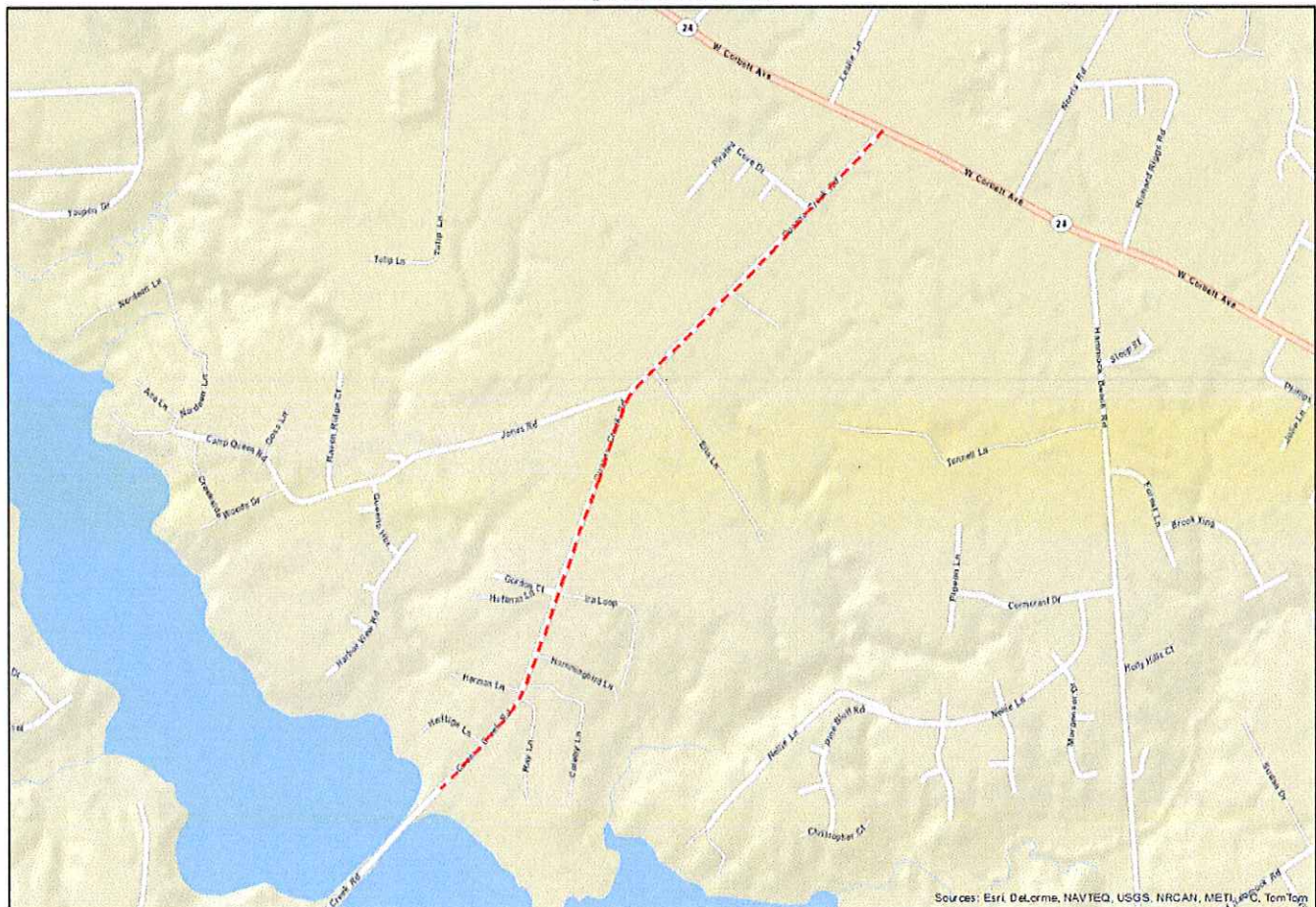
**TIP#:**

**Cost to NCDOT:** \$19,190,000

#### Description:

Construct a 4-lane divided boulevard with partial control of access from NC 24 to the Town's southern planning boundary (Queen Creek Bridge).

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 50.37 Safety (20%) 69.95 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 24.06	Percent: 25% Points:	Percent: 25% Points:



## Project Data

### Existing Conditions:

Volume (AADT):	12000
Capacity:	15800
Volume/Capacity Ratio:	0.76
Actual Congested Speed:	0
Speed Limit:	45
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	100
Crash Density:	99.85
Crash Severity:	75.37
Critical Crash Rate:	36.76
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Arterial
Average Commuting Time:	28

### Project Cost:

Construction Cost:	\$7,514,000
Right-of-Way Cost:	\$10,425,000
Utilities Cost:	\$1,251,000
Total Project Cost:	\$19,190,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$19,190,000

### Local Input Points:

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	2011079.21
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Superstreet



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140102

**Mode:** Highway

**Status:** Draft

### SR- (Bay City Road)

**From/Cross Street:** NC 55

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** Pamlico County Line

**Project Category:** Division Needs

**Length:** 5.59

**TIP#:**

**Cost to NCDOT:** \$4,011,000

#### Description:

Widen to a 2-lane major thoroughfare with 12-ft lanes and 2-ft shoulders.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 5.77 Safety (20%) 18.66 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 4.89	Percent: 25% Points:	Percent: 25% Points:

## **Project Data**

### **Existing Conditions:**

Volume (AADT):	1354.86
Capacity:	15549.52
Volume/Capacity Ratio:	0.09
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	18
Crash Density:	38.7
Crash Severity:	5.95
Critical Crash Rate:	11.91
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	23

### **Project Cost:**

Construction Cost:	\$4,011,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$4,011,000
Other Funding:	\$0
Other Funding Source:	
<b>Cost to NCDOT :</b>	\$4,011,000

### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID: H140071**

**Mode:** Highway

**Status:** Draft

### SR-1447 (Main Street Extension)

**From/Cross Street: NC 24 West (Corbett Ave)**

**Specific Improvement Type: 16 - Modernize Roadway**

To: NC 24 East (Corbett Ave)

**Project Category:** Division Needs

**Length:** 1.26

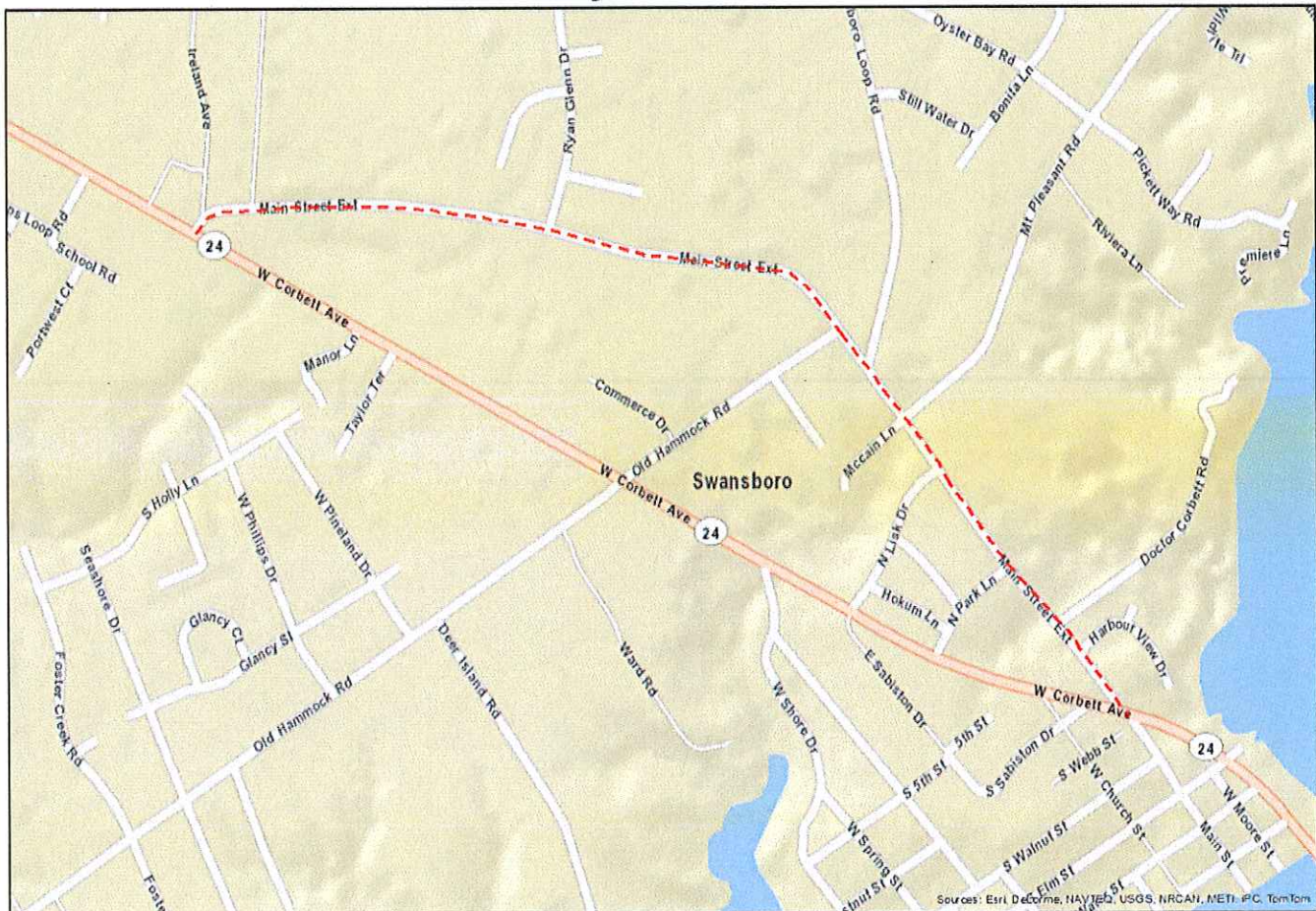
**TIP#:**

**Cost to NCDOT: \$903,000**

**Description:**

**Widen the entire length of SR 1447 from two 9-ft lanes to two 12-ft lanes.**

### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 2.05 Safety (20%) 0.00 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0.41		



## Project Data

### Existing Conditions:

Volume (AADT):	487.95
Capacity:	15800
Volume/Capacity Ratio:	0.03
Actual Congested Speed:	0
Speed Limit:	35
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	68
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Arterial
Average Commuting Time:	28

### Project Cost:

Construction Cost:	\$903,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$903,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$903,000

### Local Input Points:

First Divison:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140070

**Mode:** Highway

**Status:** Draft

### SR-1445 (Norris Road)

**From/Cross Street:** NC 24 (Corbett Ave)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1444 (Swansboro Loop Road)

**Project Category:** Division Needs

**Length:** 0.91

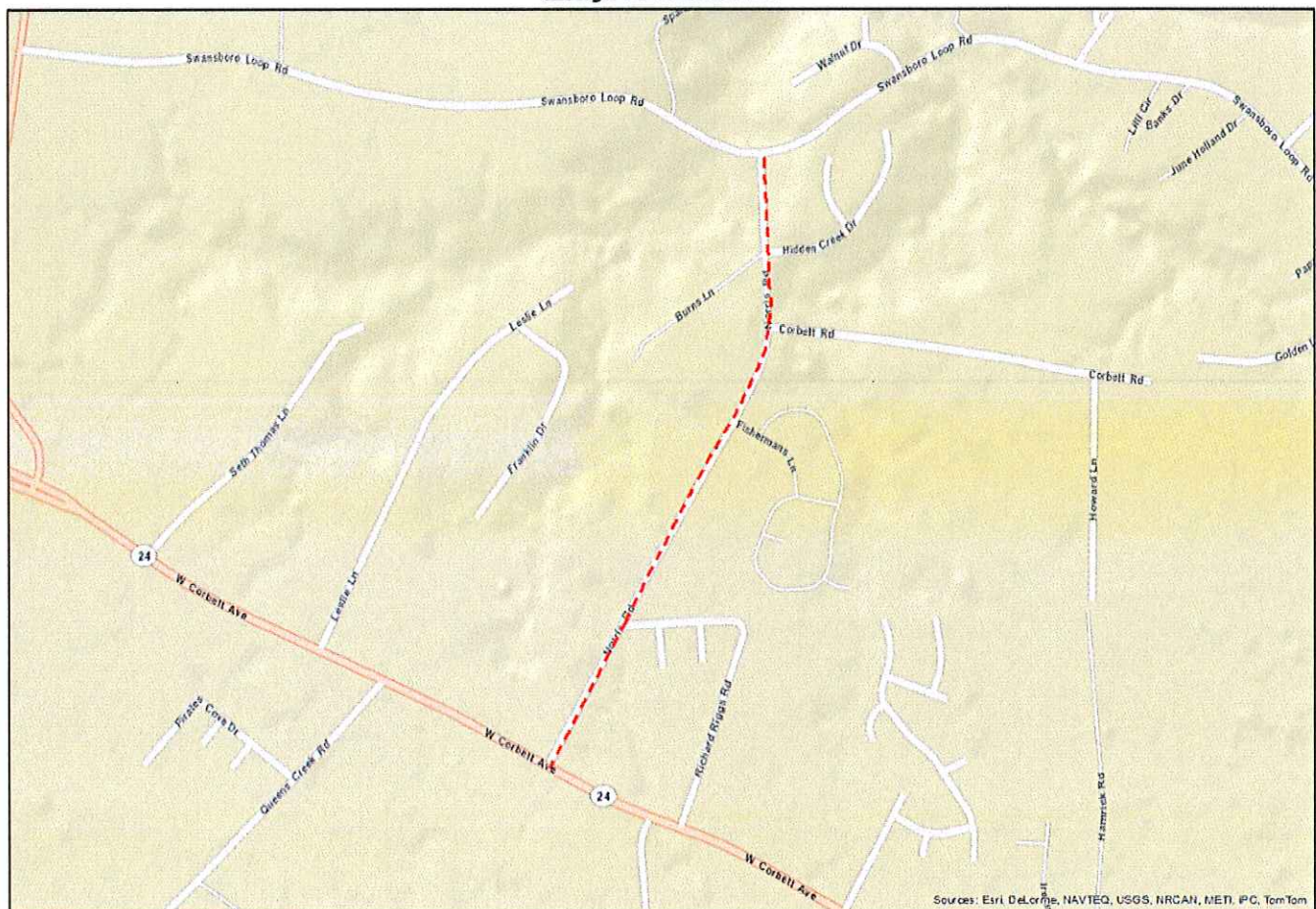
**TIP#:**

**Cost to NCDOT:** \$774,000

#### Description:

Widen the entire length of SR 1445 from two 9-ft lanes to two 12-ft lanes.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 0.42 Safety (20%) 29.32 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 5.95		

## Project Data

### Existing Conditions:

Volume (AADT):	99
Capacity:	15800
Volume/Capacity Ratio:	0.01
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	93
Crash Density:	44.34
Crash Severity:	29.57
Critical Crash Rate:	14.94
Crash Frequency:	0
Severity Index:	0
Lane Width:	9
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Arterial
Average Commuting Time:	28

### Project Cost:

Construction Cost:	\$774,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$774,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$774,000

### Local Input Points:

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140067

**Mode:** Highway

**Status:** Draft

### SR-1444 (Swansboro Loop Road)

**From/Cross Street:** SR 1434 (Belgrade-Swansboro Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1447 (Main Street Extension)

**Project Category:** Division Needs

**Length:** 3.31

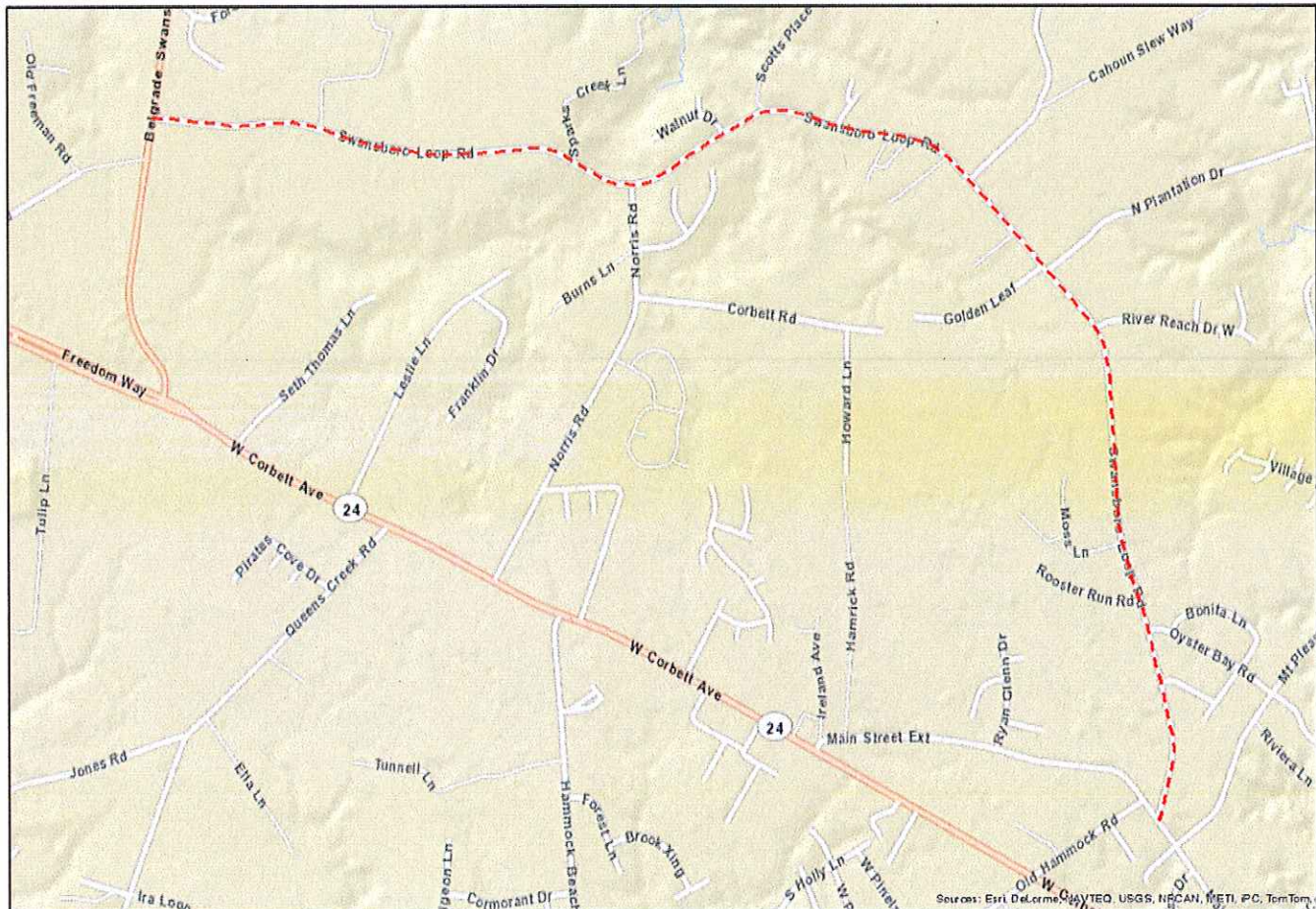
**TIP#:**

**Cost to NCDOT:** \$2,822,000

#### Description:

Widen from two 10-ft lanes to two 12-ft lanes from Belgrade-Swansboro Loop Rd (SR 1434) to Main St (SR 1447).

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 8.24 Safety (20%) 61.94 Multimodal + [Freight & Military] (10%) 0.00 <b>Totals: Weight: 50% Weighted Score: 14.04</b>	Percent: 25% Points:	Percent: 25% Points:



## Project Data

### Existing Conditions:

Volume (AADT):	1963.92
Capacity:	15800
Volume/Capacity Ratio:	0.12
Actual Congested Speed:	0
Speed Limit:	45
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	86
Crash Density:	84.74
Crash Severity:	39.43
Critical Crash Rate:	63.51
Crash Frequency:	0
Severity Index:	0
Lane Width:	9
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Arterial
Average Commuting Time:	28

### Project Cost:

Construction Cost:	\$2,822,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$2,822,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$2,822,000

### Local Input Points:

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140066

**Mode:** Highway

**Status:** Draft

### SR-1434 (Belgrade-Swansboro Road)

**From/Cross Street:** NC 24 (Freedom Way)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1444 (Swansboro Loop Road)

**Project Category:** Division Needs

**Length:** 1.29

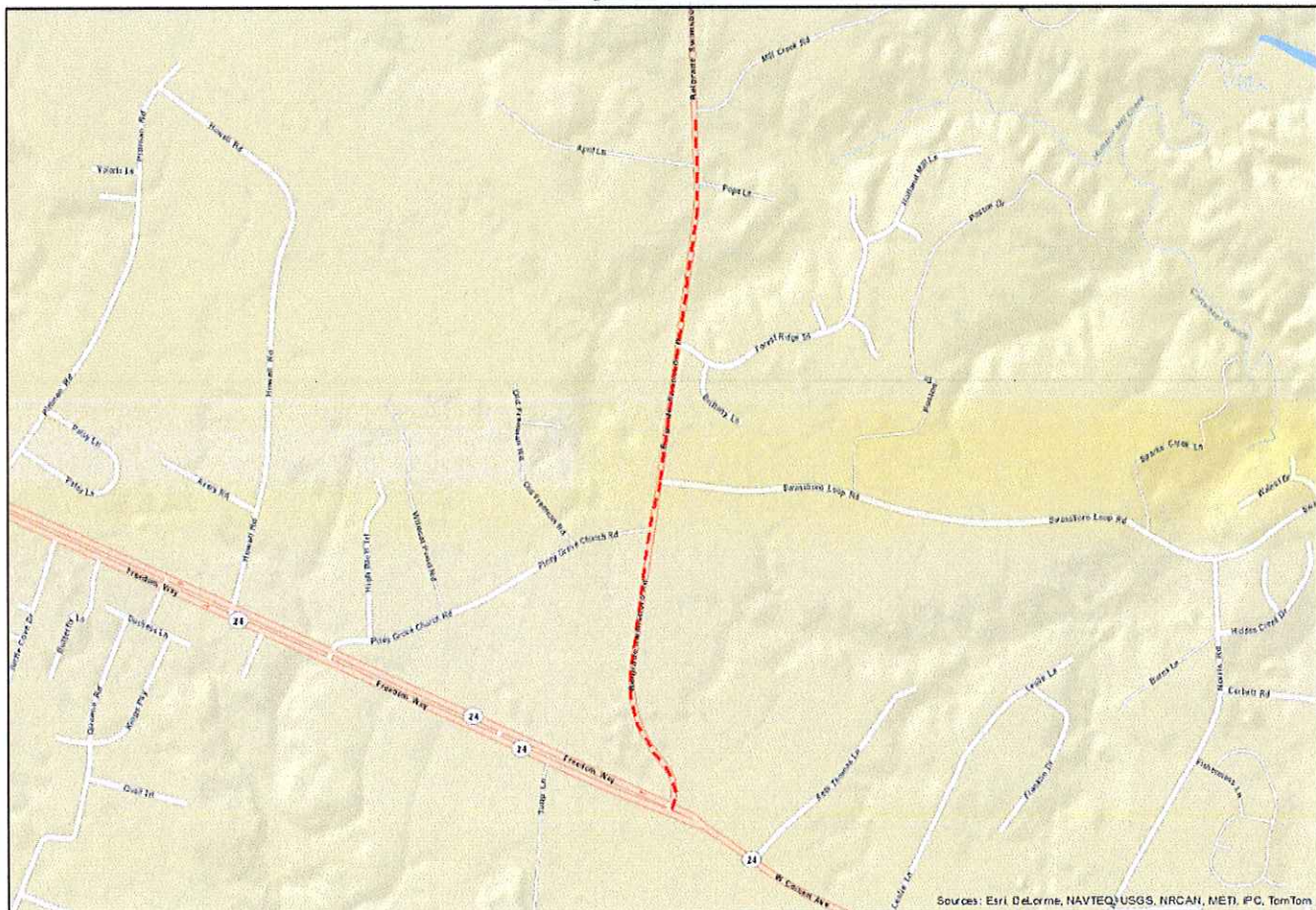
**TIP#:**

**Cost to NCDOT:** \$1,305,000

#### Description:

Widen from two 10-ft lanes to two 12-ft lanes from NC 24 (Freedom Way) to northern planning area boundary.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 17.93 Safety (20%) 62.66 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 16.12		

## **Project Data**

### **Existing Conditions:**

Volume (AADT):	4200
Capacity:	15506.49
Volume/Capacity Ratio:	0.27
Actual Congested Speed:	44
Speed Limit:	50
Travel Time Index:	1.14
Truck Volume:	0
Pavement Condition Rating:	44
Crash Density:	99.85
Crash Severity:	38.58
Critical Crash Rate:	51.47
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	28

### **Project Cost:**

Construction Cost:	\$1,305,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,305,000
Other Funding:	\$0
Other Funding Source:	
<b>Cost to NCDOT :</b>	<b>\$1,305,000</b>

### **Local Input Points:**

First Division:	Division 3
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Two Lane Highway





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140065

**Mode:** Highway

**Status:** Draft

### SR-1329 (Sanders Road)

**From/Cross Street:** SR 1321 (Straight Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1324 (Florence Road)

**Project Category:** Division Needs

**Length:** 2.17

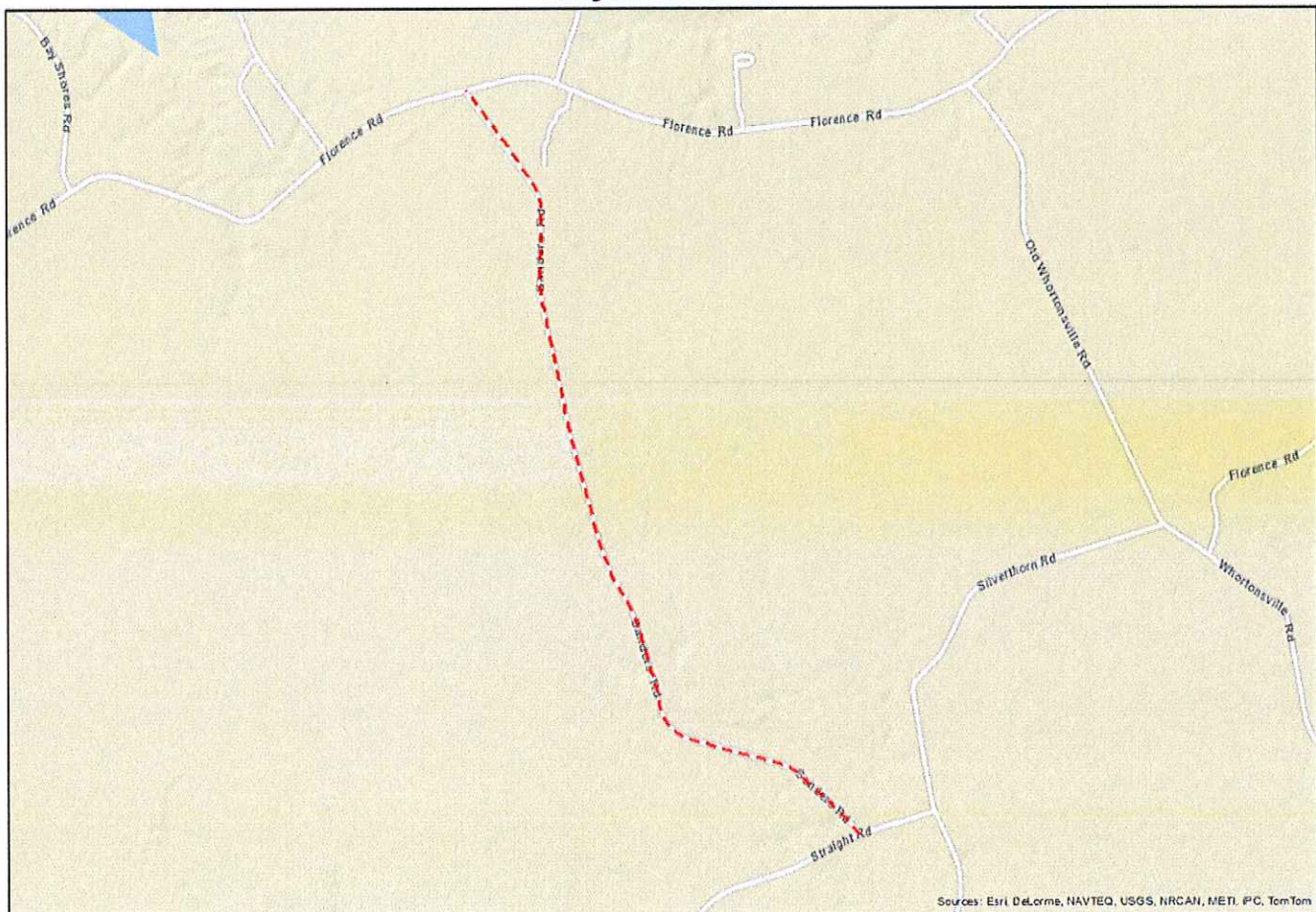
**TIP#:**

**Cost to NCDOT:** \$1,845,000

#### Description:

Widen to a 24-ft standard with a minimum shoulder width of 2 ft on both sides.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 0.81 Safety (20%) 0.00 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 0.16	Percent: 25% Points:	Percent: 25% Points:



### Project Data

#### Existing Conditions:

Volume (AADT):	190
Capacity:	15500
Volume/Capacity Ratio:	0.01
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	80
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	0
Severity Index:	0
Lane Width:	9
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	28

#### Project Cost:

Construction Cost:	\$1,845,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,845,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,845,000

#### Local Input Points:

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140064

**Mode:** Highway

**Status:** Draft

### SR-1324 (Florence Road)

**From/Cross Street:** NC 55

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1329 (Sanders Road)

**Project Category:** Division Needs

**Length:** 5.14

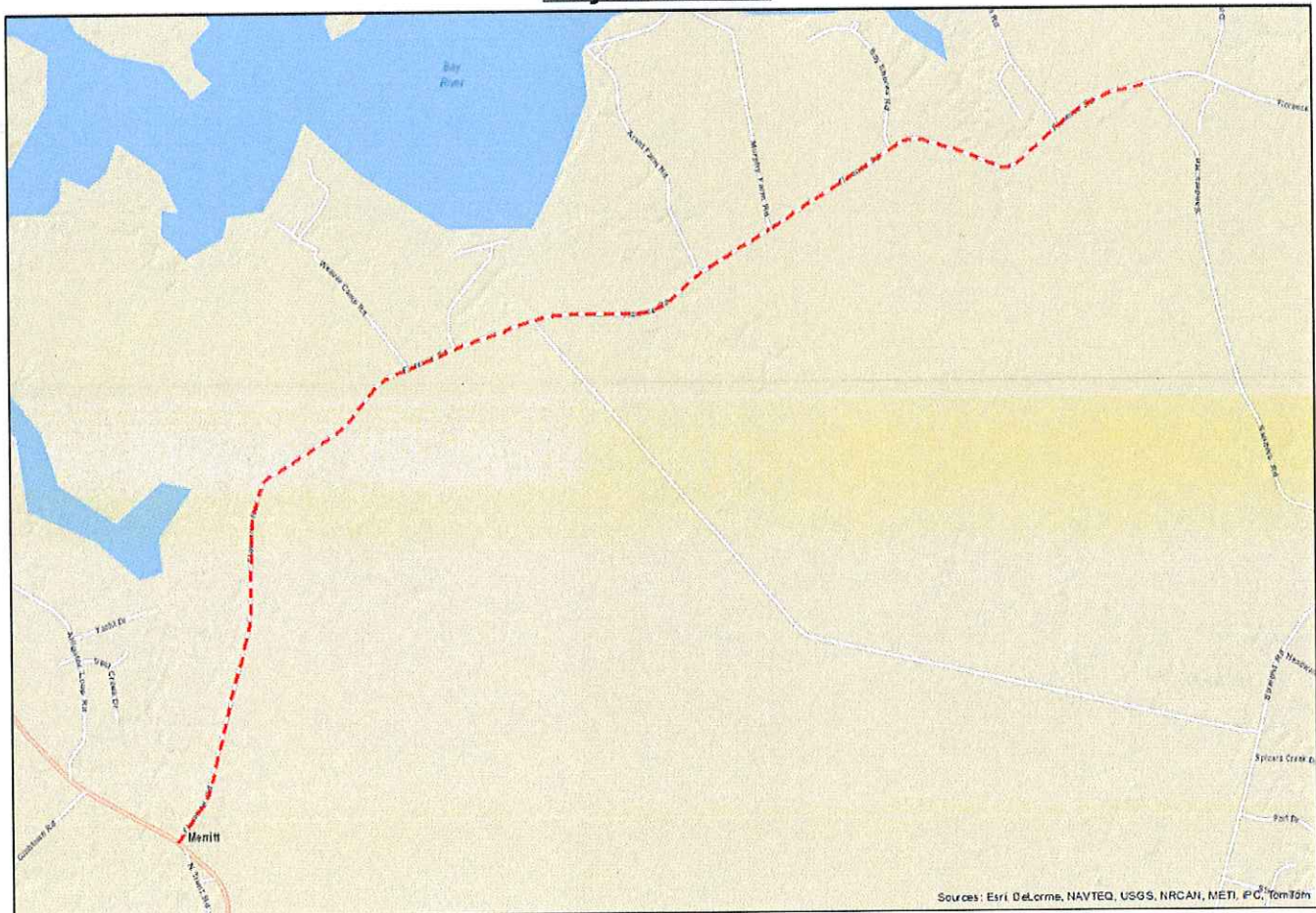
**TIP#:**

**Cost to NCDOT:** \$4,379,000

#### Description:

Widen the entire length from the existing 18-ft width to a 24-ft standard width with a minimum shoulder width of 2 ft on both sides.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 1.73 Safety (20%) 38.64 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 8.07	Percent: 25% Points:	Percent: 25% Points:

## Project Data

### Existing Conditions:

Volume (AADT):	405.33
Capacity:	15500
Volume/Capacity Ratio:	0.03
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	83
Crash Density:	67.46
Crash Severity:	16.19
Critical Crash Rate:	33.45
Crash Frequency:	0
Severity Index:	0
Lane Width:	9
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	28

### Project Cost:

Construction Cost:	\$4,379,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$4,379,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$4,379,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140063

**Mode:** Highway

**Status:** Draft

### SR-1322 (Trent Road)

**From/Cross Street:** SR 1321 (Straight Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** NC 55

**Project Category:** Division Needs

**Length:** 3.26

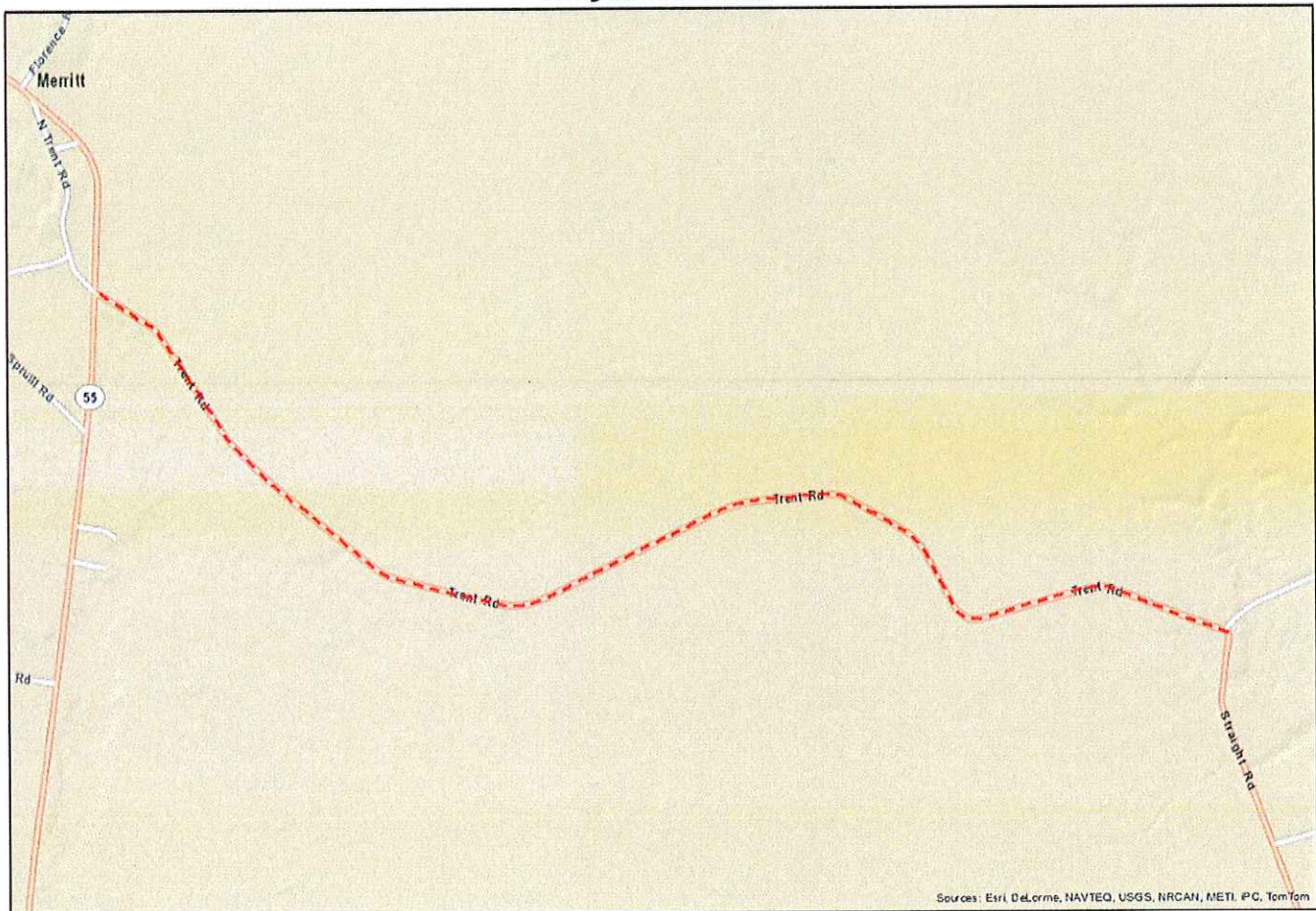
**TIP#:**

**Cost to NCDOT:** \$2,337,000

#### Description:

Widen from the existing 18-ft width to a 24-ft standard width with a minimum shoulder width of 2 ft on both sides.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 3.37 Safety (20%) 28.66 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 6.41		



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	790
Capacity:	15500
Volume/Capacity Ratio:	0.05
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	49
Crash Density:	45.99
Crash Severity:	15.33
Critical Crash Rate:	25.53
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	28

#### **Project Benefits:**

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### **Project Cost:**

Construction Cost:	\$2,337,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$2,337,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$2,337,000

#### **Local Input Points:**

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140061

**Mode:** Highway

**Status:** Draft

### SR-1321 (Straight Road)

**From/Cross Street:** SR 1329 (Sanders Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** NC 55

**Project Category:** Division Needs

**Length:** 6.47

**TIP#:**

**Cost to NCDOT:** \$4,643,000

#### Description:

Widen from the existing 18-ft width to a 24-ft standard width with a minimum shoulder width of 2 ft on both sides.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 0.79 Safety (20%) 20.41 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 4.24	Percent: 25% Points:	Percent: 25% Points:

## Project Data

### Existing Conditions:

Volume (AADT):	185.04
Capacity:	15500
Volume/Capacity Ratio:	0.01
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	67
Crash Density:	33.43
Crash Severity:	15.42
Critical Crash Rate:	13
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	28

### Project Cost:

Construction Cost:	\$4,643,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$4,643,000
Other Funding:	\$0
Other Funding Source:	
<b>Cost to NCDOT :</b>	<b>\$4,643,000</b>

### Local Input Points:

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140059

**Mode:** Highway

**Status:** Draft

### SR-1308 (Oriental Road)

**From/Cross Street:** SR 1302 (Janiero Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** NC 55

**Project Category:** Division Needs

**Length:** 2.59

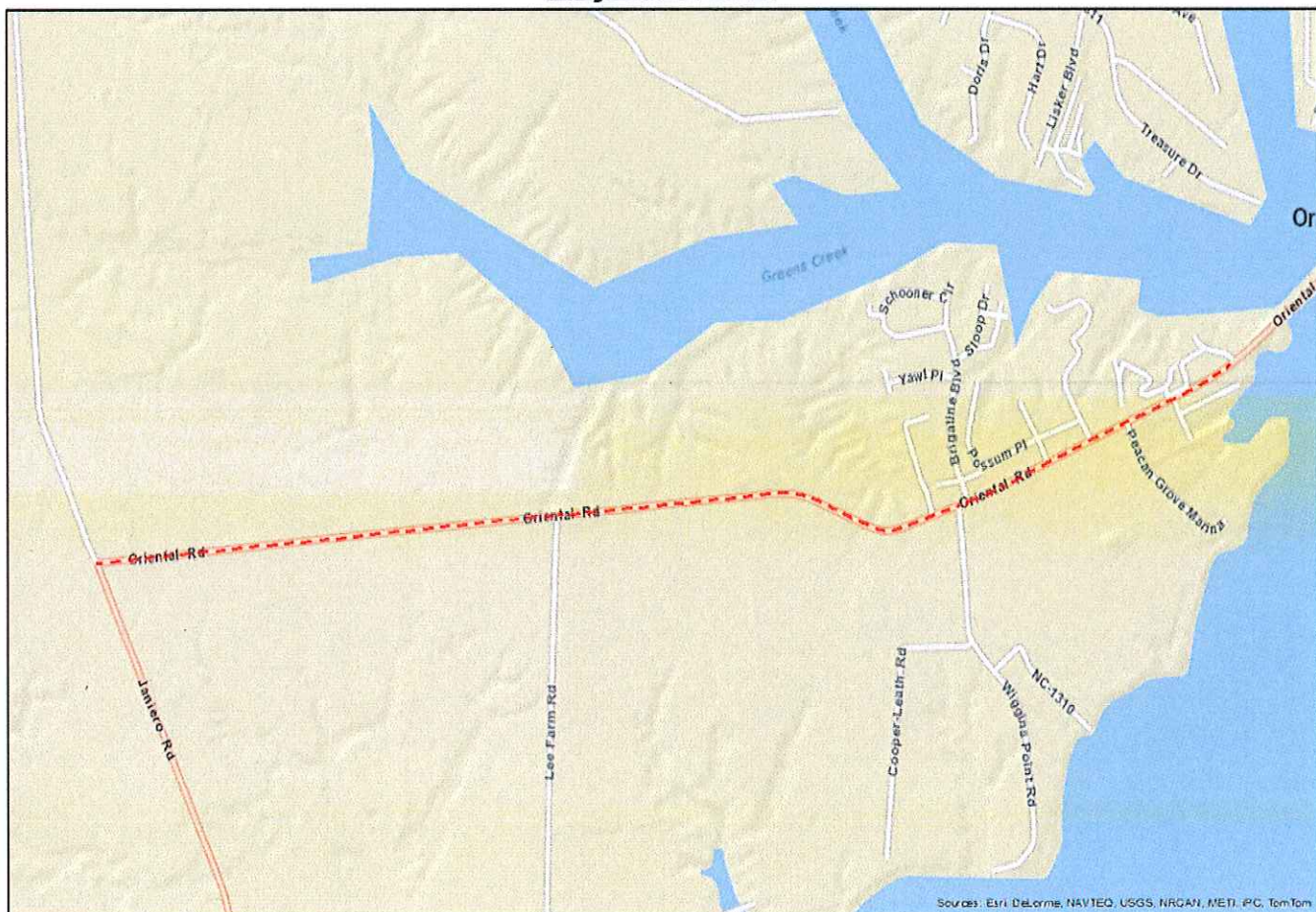
**TIP#:**

**Cost to NCDOT:** \$1,856,000

#### Description:

Widen to a 24-ft standard with a minimum shoulder width of 2 ft on both sides.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 4.37 Safety (20%) 23.34 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 5.54	Percent: 25% Points:	Percent: 25% Points:



### Project Data

#### Existing Conditions:

Volume (AADT):	1032.33
Capacity:	15635.29
Volume/Capacity Ratio:	0.07
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	100
Crash Density:	25.73
Crash Severity:	38.57
Critical Crash Rate:	6.42
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	26

#### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### Project Cost:

Construction Cost:	\$1,856,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,856,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,856,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

## NCDOT Prioritization 3.0 Project Summary

**SPOT ID: H140057**

**Mode:** Highway

**Status:** Draft

**SR-1302 (Janiero Road)**

**From/Cross Street: NC 306**

**Specific Improvement Type: 16 - Modernize Roadway**

**To: SR 1308 (Oriental Road)**

**Project Category:** Division Needs

**Length: 5.74**

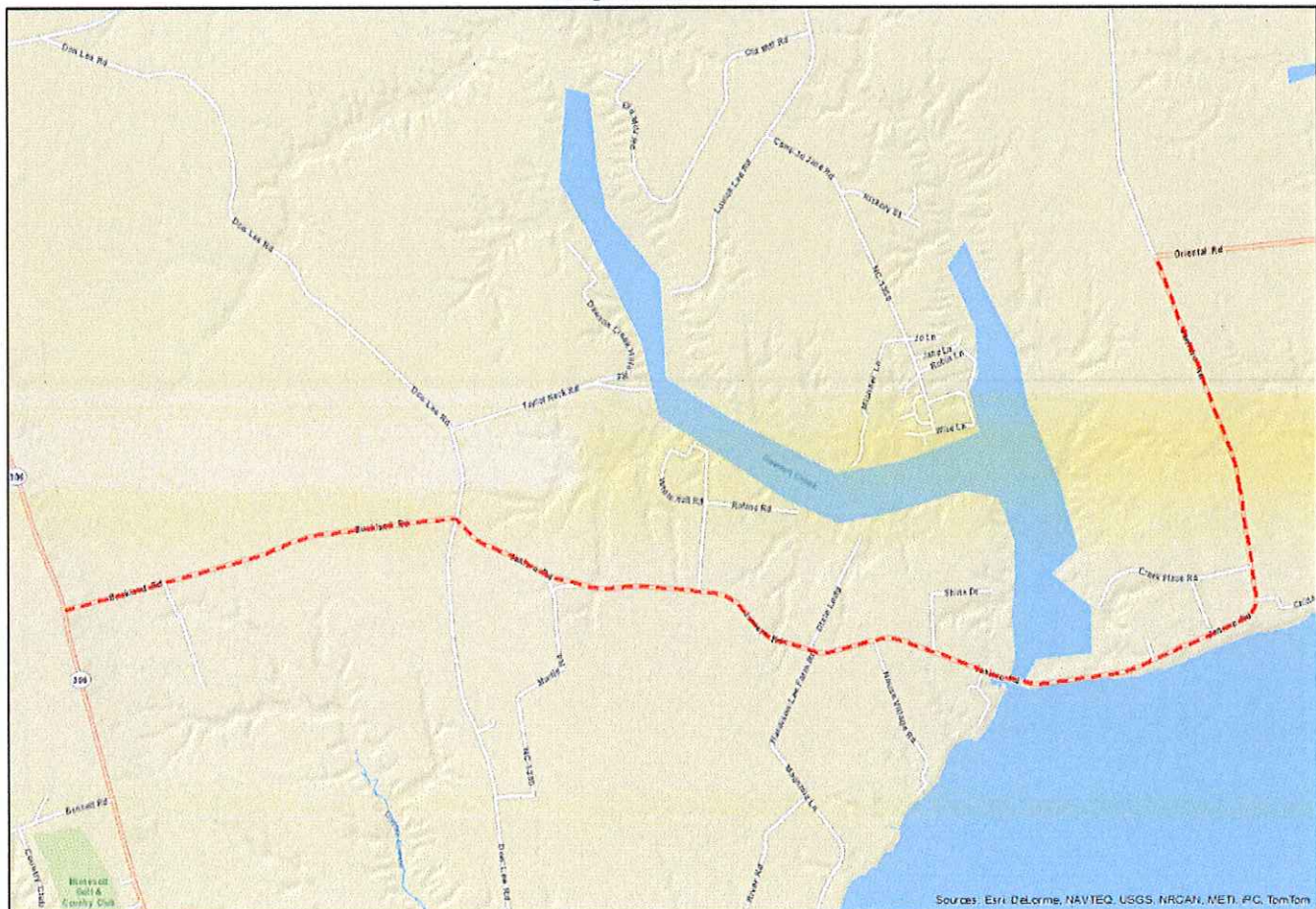
**TIP#:**

**Cost to NCDOT: \$4,120,000**

**Description:**

Widen the entire length of SR 1302 (Janiero Rd) from the existing 18-ft width to a 24-ft standard, with a minimum shoulder width of 2 ft on both sides.

### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 4.50 Safety (20%) 33.87 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 7.67		

### Project Data

#### Existing Conditions:

Volume (AADT):	1053.95
Capacity:	15505.23
Volume/Capacity Ratio:	0.07
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	73
Crash Density:	41.88
Crash Severity:	34.77
Critical Crash Rate:	25.99
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	26

#### Project Cost:

Construction Cost:	\$4,120,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$4,120,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$4,120,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140055

**Mode:** Highway

**Status:** Draft

### SR-1230 (Lowland Road)

**From/Cross Street:** NC 304

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** SR 1234 (Home Road)

**Project Category:** Division Needs

**Length:** 5.25

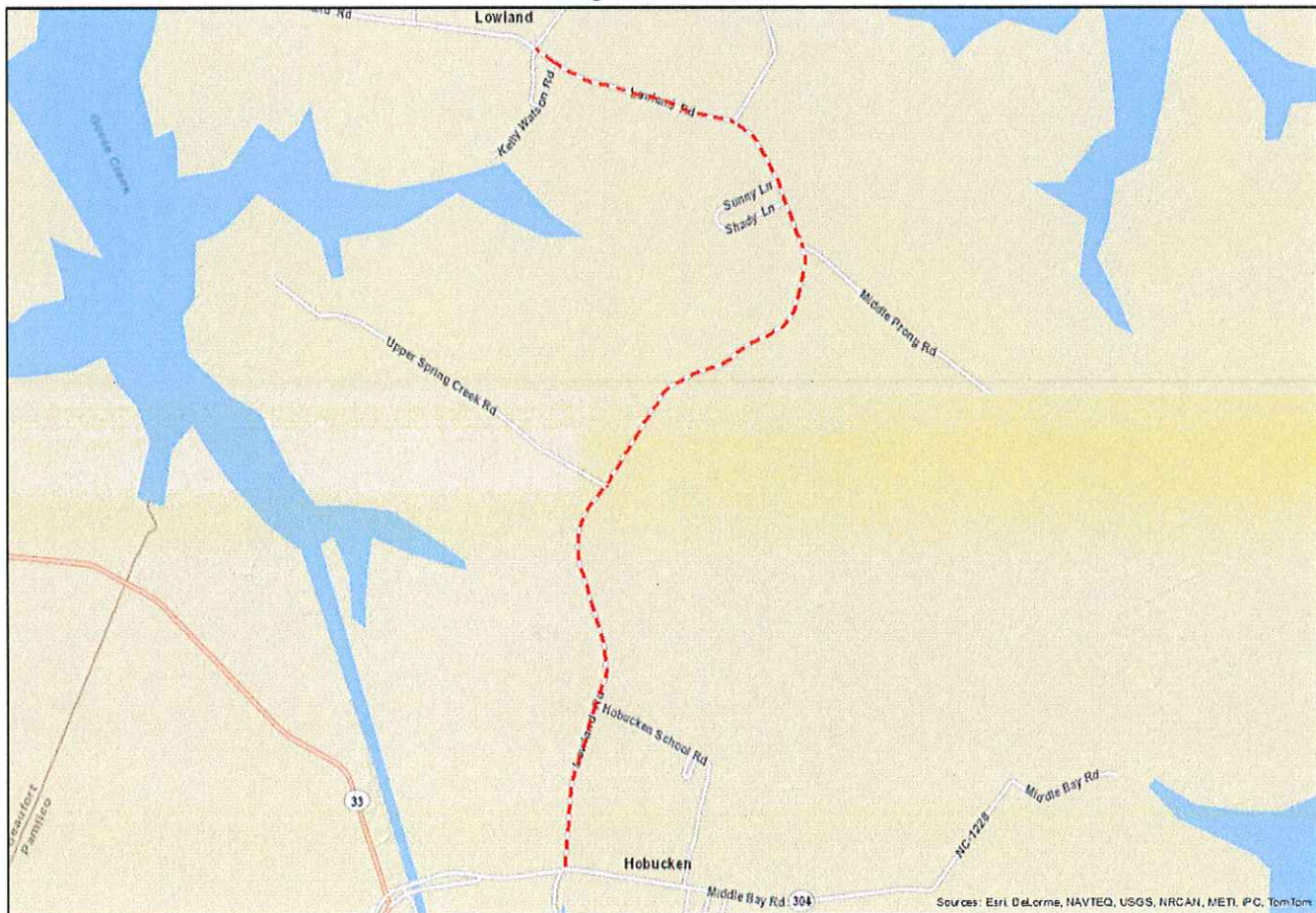
**TIP#:**

**Cost to NCDOT:** \$3,896,000

#### Description:

Bring SR 1230 (Lowland Rd) to current highway standards.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 2.11 Safety (20%) 23.01 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 5.03</b>		



### Project Data

#### Existing Conditions:

Volume (AADT):	496.99
Capacity:	15564.3
Volume/Capacity Ratio:	0.03
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	50
Crash Density:	38.05
Crash Severity:	9.51
Critical Crash Rate:	22.18
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	23

#### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### Project Cost:

Construction Cost:	\$3,896,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$3,896,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$3,896,000

#### Local Input Points:

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140053

**Mode:** Highway

**Status:** Draft

### SR-1100 (Scott Town Road)

**From/Cross Street:** SR 1005 (Neuse Road)

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** NC 306

**Project Category:** Division Needs

**Length:** 2.65

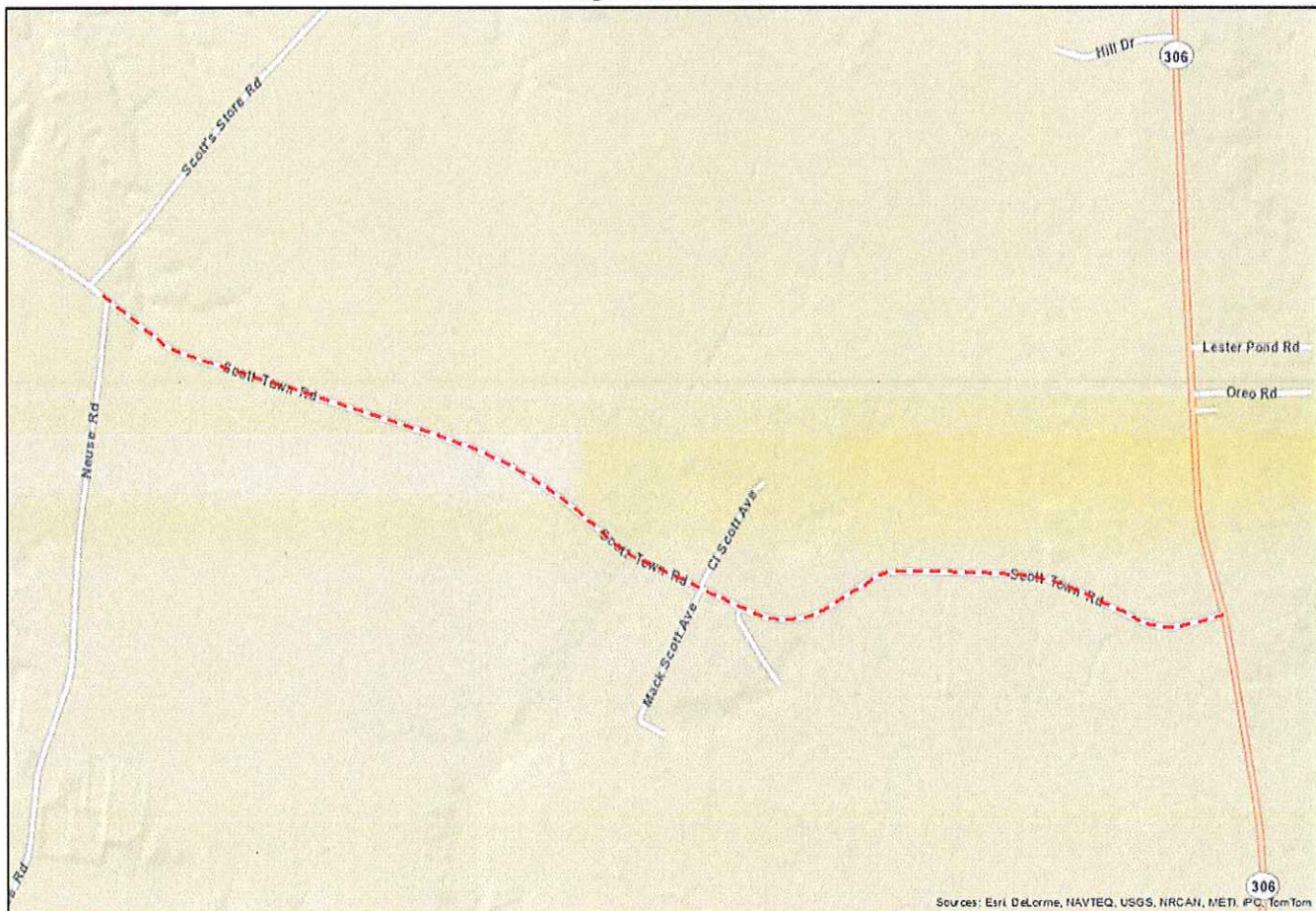
**TIP#:**

**Cost to NCDOT:** \$1,900,000

#### Description:

Widen to a 24-ft standard, with a minimum shoulder width of 2 ft on both sides.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 2.35 Safety (20%) 24.87 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 5.44</b>		

### Project Data

#### Existing Conditions:

Volume (AADT):	550
Capacity:	15500
Volume/Capacity Ratio:	0.04
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	83
Crash Density:	31.41
Crash Severity:	18.84
Critical Crash Rate:	25.12
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	24

#### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway

#### Project Cost:

Construction Cost:	\$1,900,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$1,900,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,900,000

#### Local Input Points:

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140051

**Mode:** Highway

**Status:** Draft

### SR-1005 (Kershaw Road)

**From/Cross Street:** NC 55

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** NC 306

**Project Category:** Division Needs

**Length:** 7.69

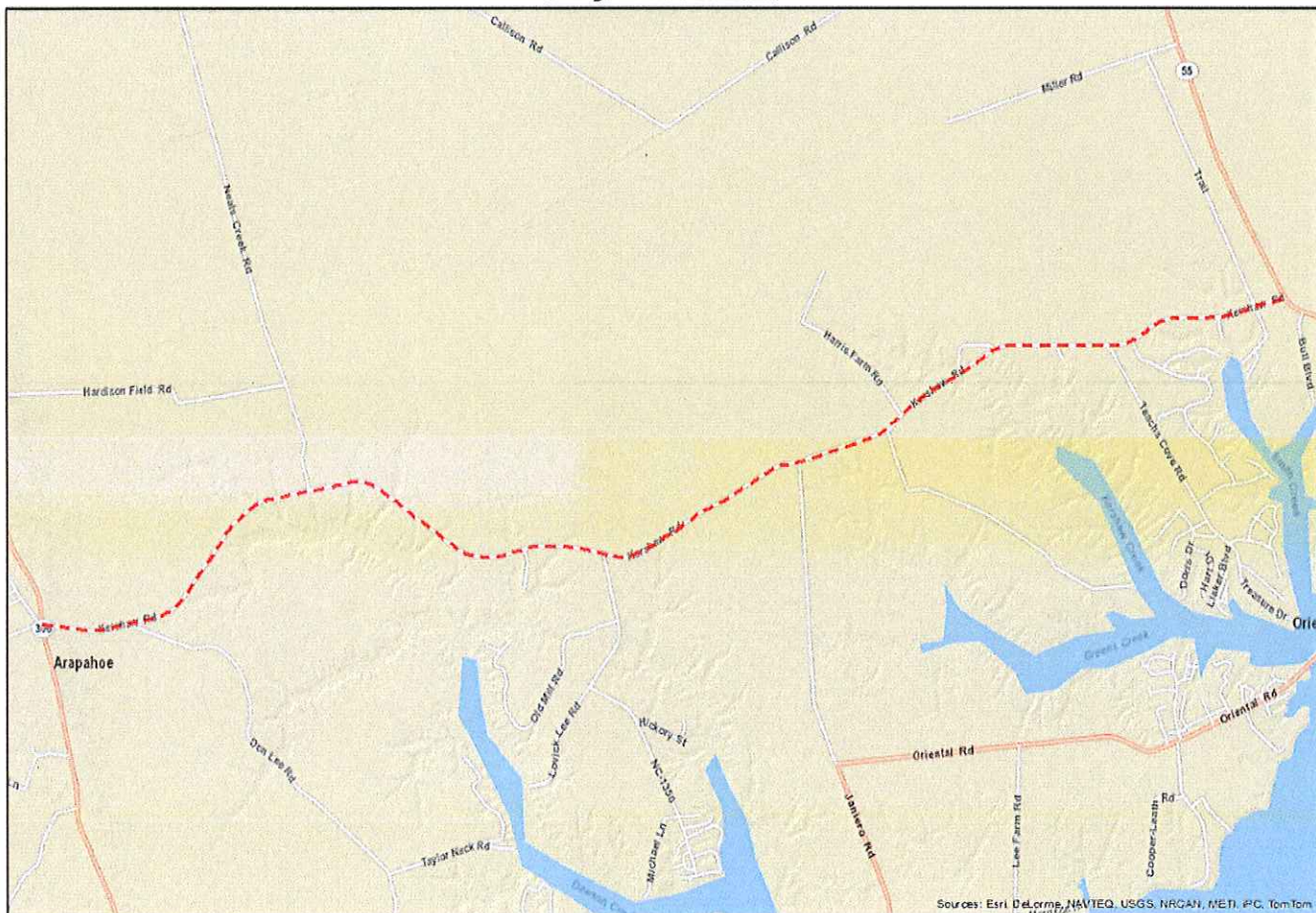
**TIP#:**

**Cost to NCDOT:** \$309,000

#### Description:

Widen from the existing 20-ft width to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides.

#### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 5.26 Safety (20%) 33.07 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 7.67	Percent: 25% Points:	Percent: 25% Points:



### Project Data

#### Existing Conditions:

Volume (AADT):	1231.23
Capacity:	15511.14
Volume/Capacity Ratio:	0.08
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	86
Crash Density:	59.57
Crash Severity:	18.19
Critical Crash Rate:	22.45
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	26

#### Project Cost:

Construction Cost:	\$309,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$309,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$309,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140049

**Mode:** Highway

**Status:** Draft

### SR-1005 (Neuse Road)

**From/Cross Street:** NC 306

**Specific Improvement Type:** 16 - Modernize Roadway

**To:** NC 55

**Project Category:** Division Needs

**Length:** 11.9

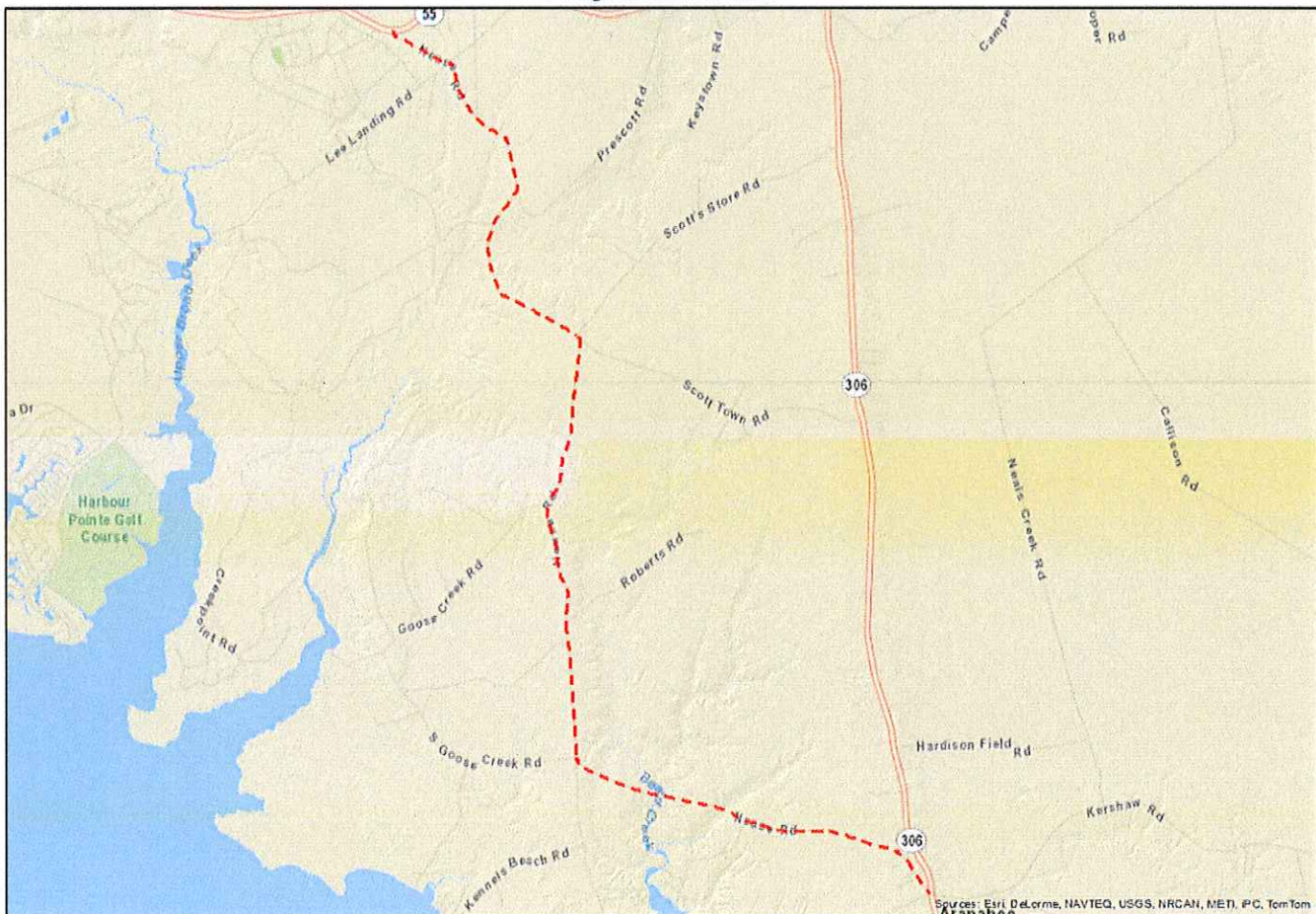
**TIP#:**

**Cost to NCDOT:** \$10,141,000

#### Description:

Widen from the existing 20-ft width to a 24-ft standard width, with a minimum shoulder width of 2 ft on both sides.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 4.64 Safety (20%) 32.73 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 7.47		

## Project Data

### Existing Conditions:

Volume (AADT):	1088.24
Capacity:	15536.06
Volume/Capacity Ratio:	0.07
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	60
Crash Density:	53.79
Crash Severity:	25.79
Critical Crash Rate:	19.61
Crash Frequency:	0
Severity Index:	0
Lane Width:	9
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	2
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	23

### Project Cost:

Construction Cost:	\$10,141,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Total Project Cost:	\$10,141,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$10,141,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140048

**Mode:** Highway

**Status:** Draft

**From/Cross Street:** SR 1300 (Merrimon Road)

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**To:** US 70

**Project Category:** Division Needs

**Length:** 12.05

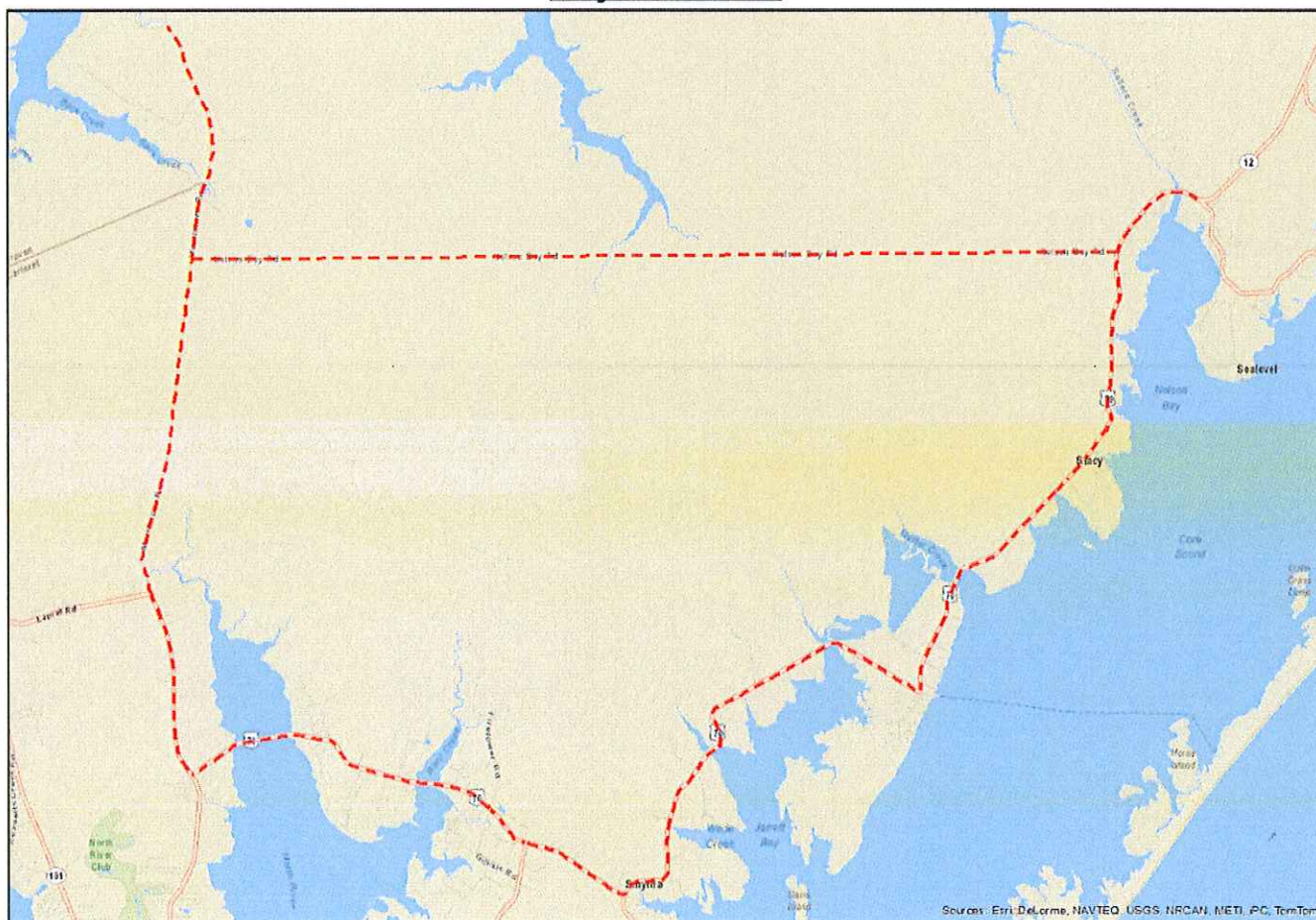
**TIP#:**

**Cost to NCDOT:** \$53,819,000

### Description:

Construct a 2-lane minor thoroughfare with 12-ft lanes and 2-ft shoulders on new location that connects Merrimon Rd (SR 1300) to US 70.

### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 14.07 Safety (20%) 50.75 Multimodal + [Freight & Military] (10%) 0.64 Totals: Weight: 50% Weighted Score: 13.03	Percent: 25% Points:	Percent: 25% Points:



## Project Data

### Existing Conditions:

Volume (AADT):	3297.15
Capacity:	15515.11
Volume/Capacity Ratio:	0.21
Actual Congested Speed:	32.26
Speed Limit:	55
Travel Time Index:	1.7
Truck Volume:	127.6
Pavement Condition Rating:	70
Crash Density:	59.44
Crash Severity:	52.94
Critical Crash Rate:	41.41
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	29

### Project Cost:

Construction Cost:	\$53,521,000
Right-of-Way Cost:	\$266,000
Utilities Cost:	\$32,000
Total Project Cost:	\$53,819,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$53,819,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	8554188.95
Travel Time Saving (Trucks):	344374.4
Long-Term Employment:	0
% Change in Economy:	344374.4
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Two Lane Highway



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140047

**Mode:** Highway

**Status:** Draft

### SR-1141, 1140 (Hibbs Road, Roberts Road)

**From/Cross Street:** SR 1247 (Chatham Street)

**Specific Improvement Type:** 10 - Improve Intersection

**To:**

**Project Category:** Division Needs

**Length:** 0.5

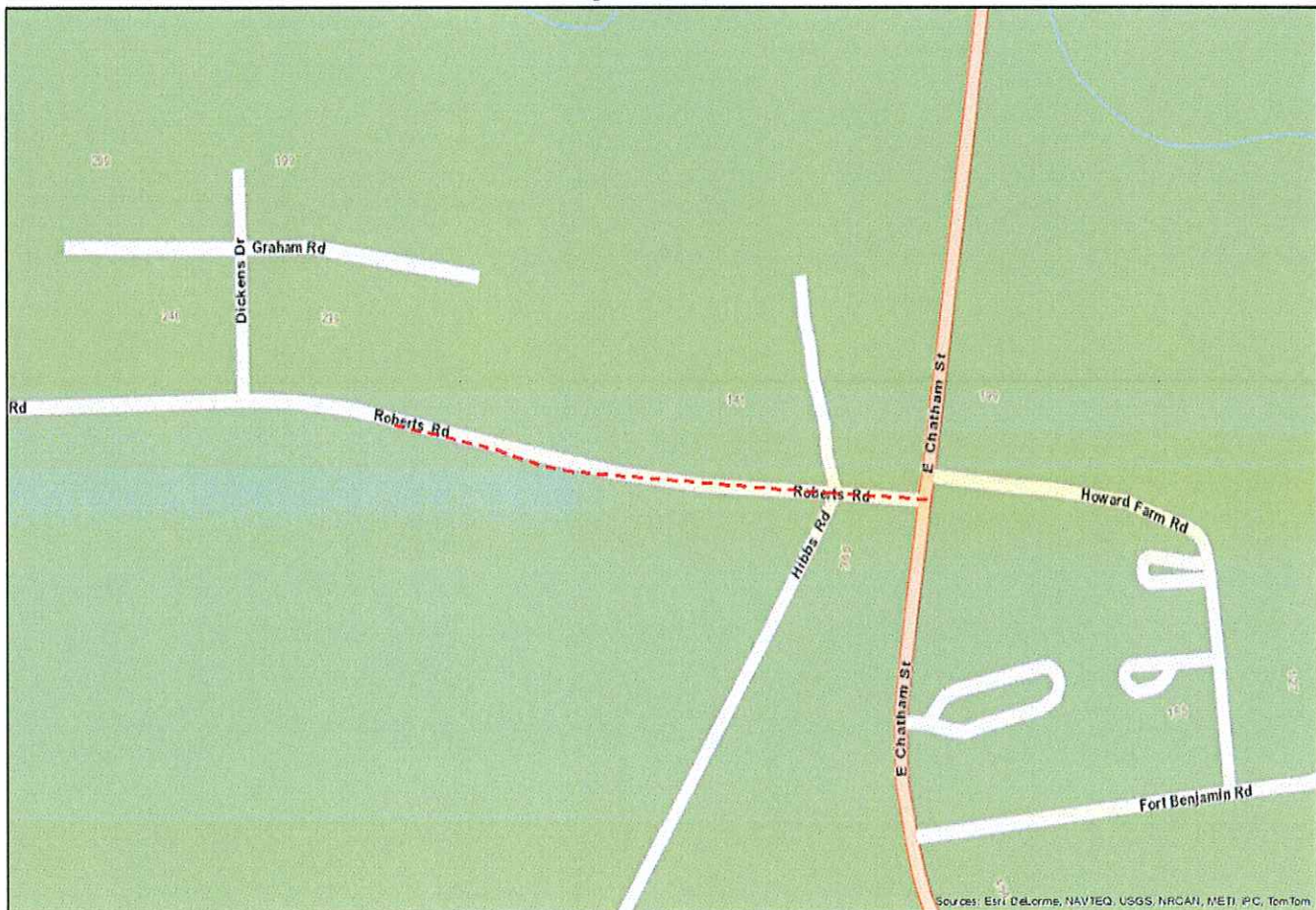
**TIP#:**

**Cost to NCDOT:** \$775,000

#### Description:

Construct round about intersection

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 5.71 Safety (20%) In Progress Multimodal + [Freight & Military] 0.00 (10%)	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

## Project Data

### Existing Conditions:

Volume (AADT):	2485.63
Capacity:	31600
Volume/Capacity Ratio:	0.08
Actual Congested Speed:	0
Speed Limit:	35
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	72
Crash Density:	100
Crash Severity:	33.3
Critical Crash Rate:	66.7
Crash Frequency:	0
Severity Index:	0
Lane Width:	9
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	19

### Project Cost:

Construction Cost:	\$625,000
Right-of-Way Cost:	\$150,000
Utilities Cost:	\$0
Total Project Cost:	\$775,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$775,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	0
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140046

**Mode:** Highway

**Status:** Draft

**From/Cross Street:** SR 1140 (Roberts Road)

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**To:** SR 1247 (Chatham Street)

**Project Category:** Division Needs

**Length:** 0.09

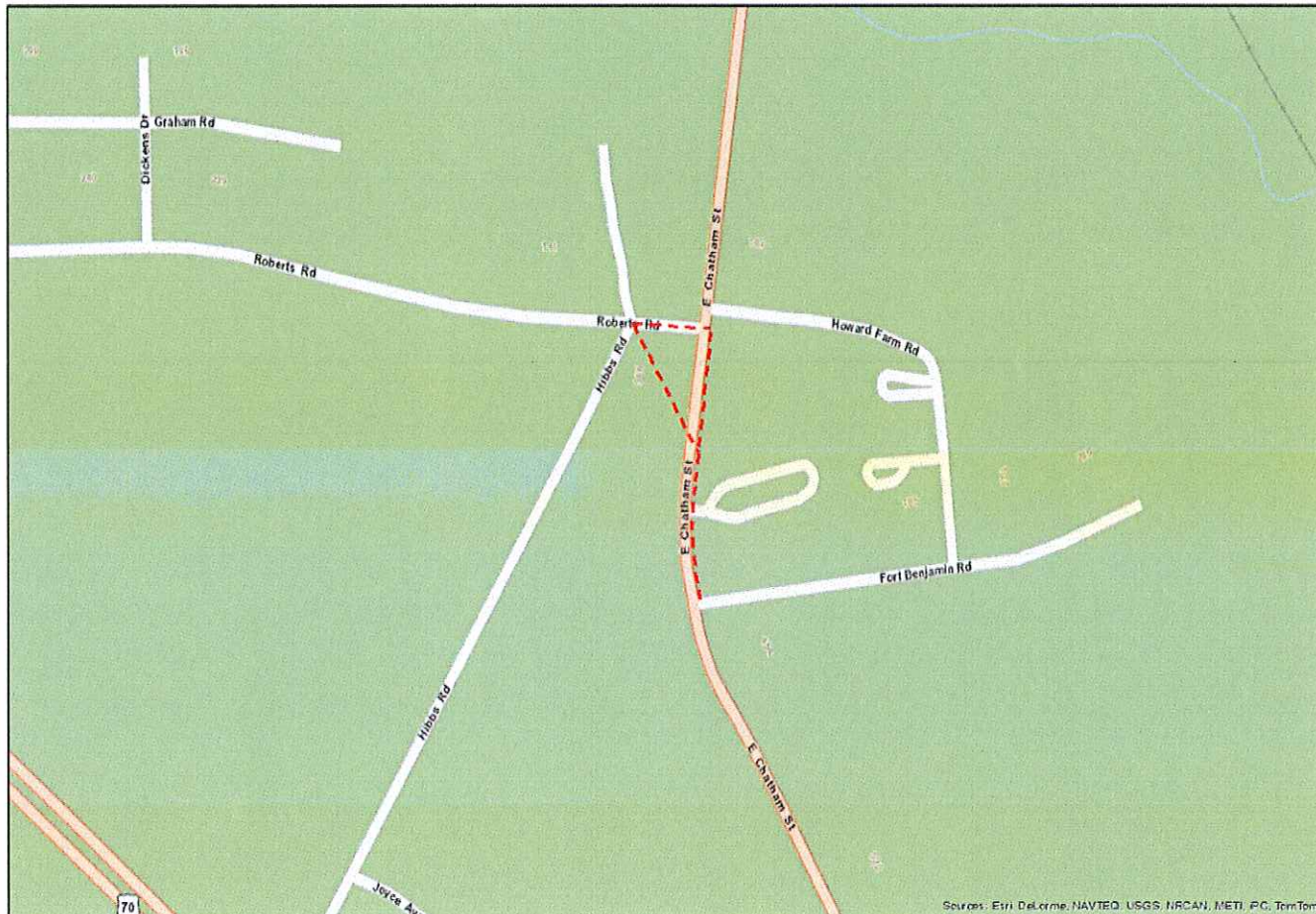
**TIP#:**

**Cost to NCDOT:** \$615,000

### Description:

Construct a 2-lane major thoroughfare with 12-ft lanes and 2-ft shoulders on new location that connects Chatham St (SR 1247) to the intersection of Roberts Rd (SR 1140) at Hibbs Rd (SR 1141).

### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 21.31 Safety (20%) 66.00 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 17.46	Percent: 25% Points:	Percent: 25% Points:



### Project Data

#### Existing Conditions:

Volume (AADT):	5077.73
Capacity:	15800
Volume/Capacity Ratio:	0.32
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	84
Crash Density:	100
Crash Severity:	59.19
Critical Crash Rate:	40.81
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	19

#### Project Benefits:

Travel Time Savings (Autos):	163093.8
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Arterial

#### Project Cost:

Construction Cost:	\$387,000
Right-of-Way Cost:	\$204,000
Utilities Cost:	\$24,000
Total Project Cost:	\$615,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$615,000

#### Local Input Points:

First Divison:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140045

**Mode:** Highway

**Status:** Draft

**From/Cross Street:** SR 1141 (Hibbs Road)

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**To:** SR 1247 (Chatham Street)

**Project Category:** Division Needs

**Length:** 0.08

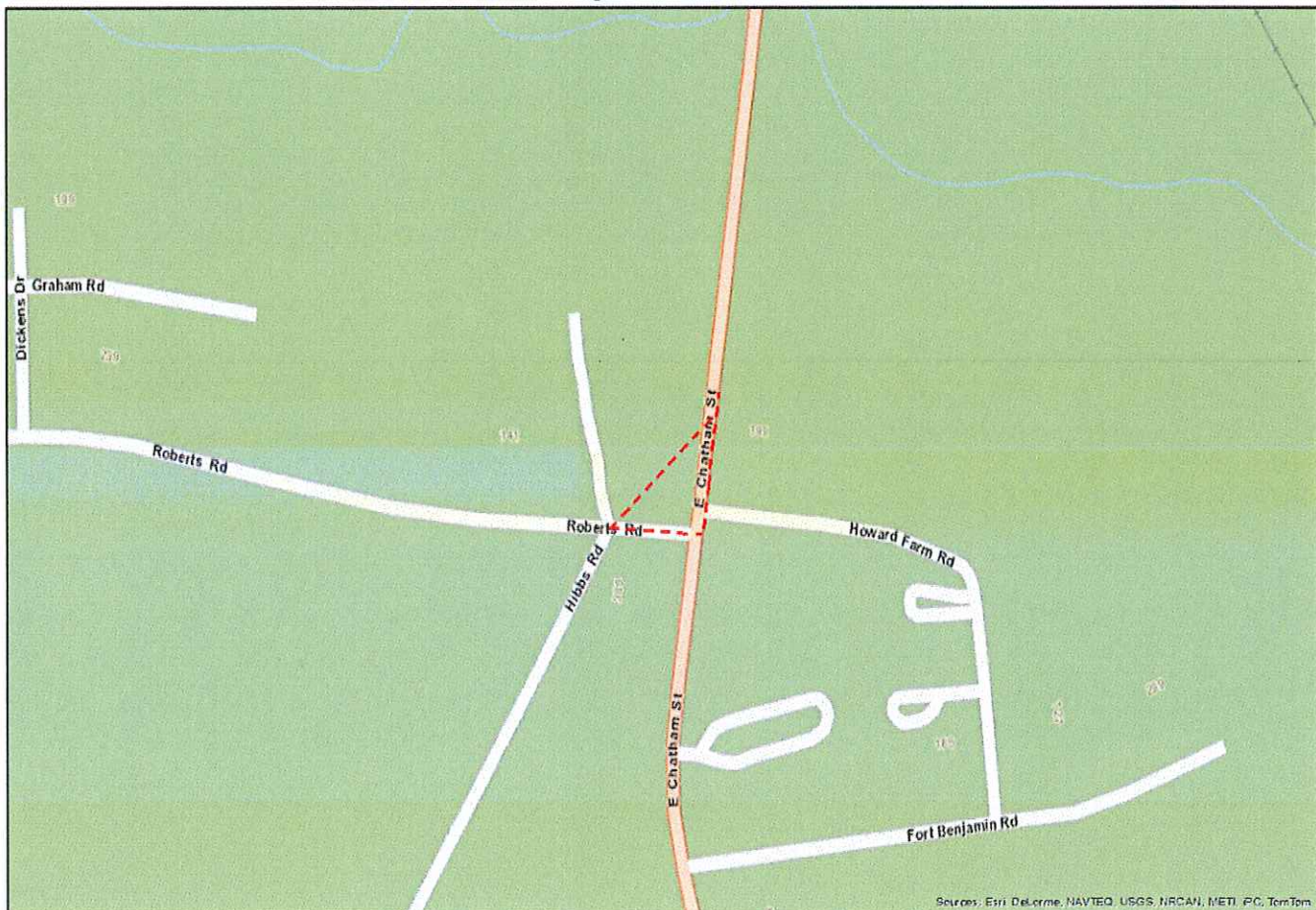
**TIP#:**

**Cost to NCDOT:** \$621,000

### Description:

Construct a 2-lane major thoroughfare with 12-ft lanes and 2-ft shoulders on new location that connects Chatham St (SR 1247) to the intersection of Roberts Rd (SR 1140) at Hibbs Rd (SR 1141).

### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 18.70 Safety (20%) 66.00 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 16.94		

### Project Data

#### Existing Conditions:

Volume (AADT):	4455.42
Capacity:	15800
Volume/Capacity Ratio:	0.28
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	81
Crash Density:	100
Crash Severity:	53.15
Critical Crash Rate:	46.85
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	19

#### Project Cost:

Construction Cost:	\$360,000
Right-of-Way Cost:	\$233,000
Utilities Cost:	\$28,000
Total Project Cost:	\$621,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$621,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### Project Benefits:

Travel Time Savings (Autos):	43811.81
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID: H140044**

**Mode:** Highway

**Status:** Draft

**From/Cross Street:** SR 1140 (Roberts Road)

**Specific Improvement Type: 5 - Construct Roadway on New Location**

**To: SR 1154 (Mill Creek Road)**

**Project Category:** Division Needs

**Length: 1.25**

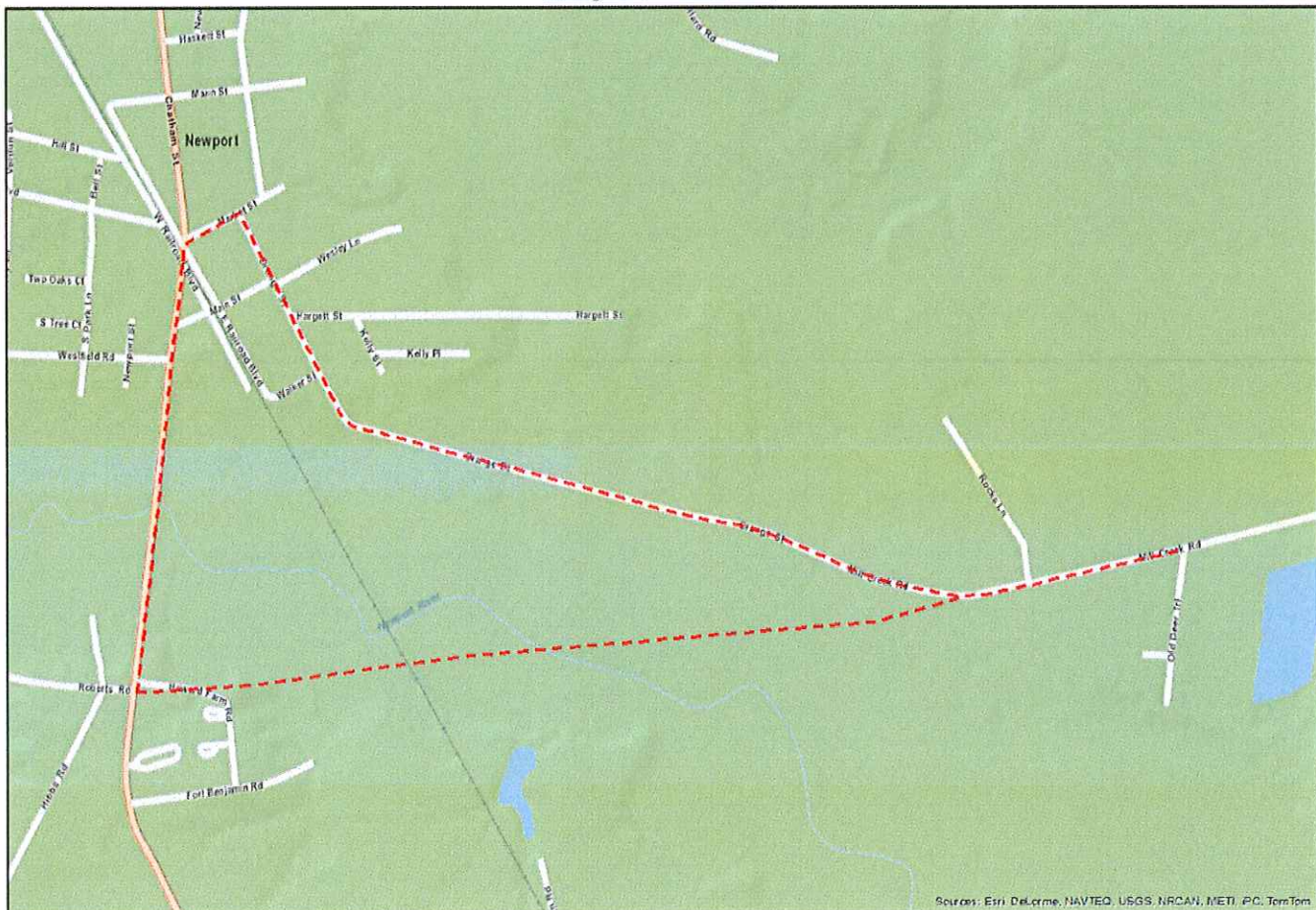
**TIP#:**

**Cost to NCDOT: \$30,435,000**

**Description:**

Construct a 2-lane major thoroughfare with 12-ft lanes and 2-ft shoulders on new location that connects Chatham ST (SR 1247) and Mill Creek Rd (SR 1154).

### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 13.59 Safety (20%) 53.49 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 13.42	Percent: 25% Points:	Percent: 25% Points:



## Project Data

### Existing Conditions:

Volume (AADT):	3231.7
Capacity:	15773.81
Volume/Capacity Ratio:	0.2
Actual Congested Speed:	0
Speed Limit:	35
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	78
Crash Density:	59.3
Crash Severity:	72.19
Critical Crash Rate:	30.6
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	20

### Project Cost:

Construction Cost:	\$12,812,000
Right-of-Way Cost:	\$15,735,000
Utilities Cost:	\$1,888,000
Total Project Cost:	\$30,435,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$30,435,000

### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

### Project Benefits:

Travel Time Savings (Autos):	1968179.75
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140043

**Mode:** Highway

**Status:** Draft

### SR-1726 (Business Drive)

**From/Cross Street:** SR 1176 (Bridges Street Extension)

**To:** US 70 (Arendell Street)

**Length:** 2.9

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

**Project Category:** Division Needs

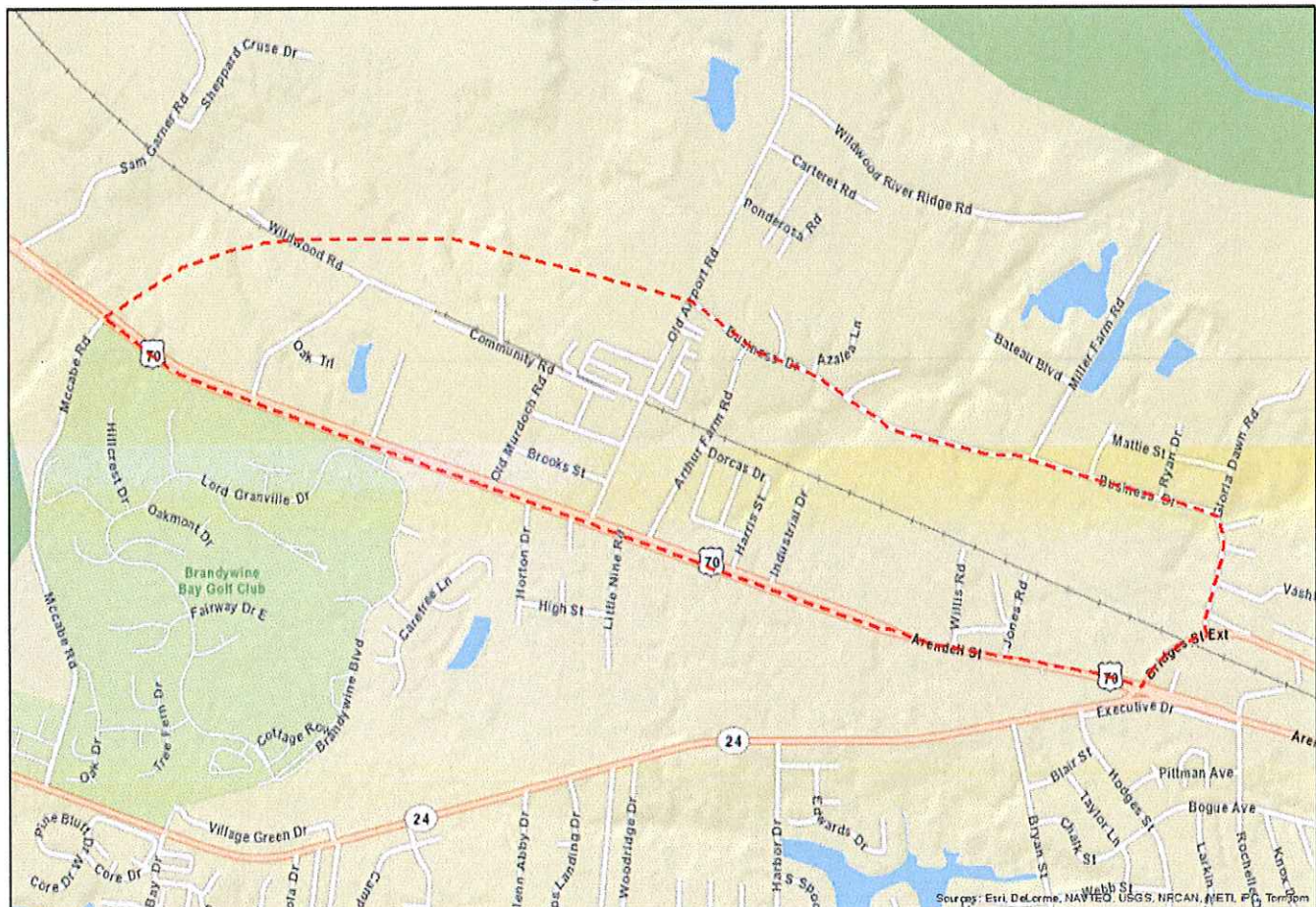
**TIP#:**

**Cost to NCDOT:** \$21,823,000

#### Description:

Construct and widen a 2-lane major thoroughfare with 12-ft lanes and 2-ft shoulders on new location and existing roadway.

#### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 70.25 Safety (20%) 78.29 Multimodal + [Freight & Military] (10%) 32.16 Totals: Weight: 50% Weighted Score: 32.92	Percent: 25% Points:	Percent: 25% Points:

### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	30639.87
Capacity:	31700
Volume/Capacity Ratio:	0.97
Actual Congested Speed:	41.6
Speed Limit:	55
Travel Time Index:	1.32
Truck Volume:	1599.4
Pavement Condition Rating:	89
Crash Density:	86.28
Crash Severity:	70.99
Critical Crash Rate:	79.99
Crash Frequency:	0
Severity Index:	0
Lane Width:	12
Shoulder Width:	4
Non-Interstate STRAHNET Route?	Y
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	16

#### **Project Cost:**

Construction Cost:	\$15,391,000
Right-of-Way Cost:	\$5,743,000
Utilities Cost:	\$689,000
Total Project Cost:	\$21,823,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$21,823,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	-86614967.82
Travel Time Saving (Trucks):	-148690612.1
Long-Term Employment:	0
% Change in Economy:	-148690612.1
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Project Facility Type	Arterial





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140042

**Mode:** Highway

**Status:** Draft

**From/Cross Street:** SR 1177 (Country Club Road)

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**To:** SR 1176 (North 20th Street)

**Project Category:** Division Needs

**Length:** 0.68

**TIP#:**

**Cost to NCDOT:** \$3,842,000

### Description:

Construct a 2-lane major thoroughfare with 12-ft lanes and 2-ft shoulders on new location that connects Country Club Rd (SR 1177) and North 20th St (SR 1176) at the intersection of Blair Farm Pkwy.

### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 6.38 Safety (20%) 45.45 Multimodal + [Freight & Military] (10%) 0.00 Totals: Weight: 50% Weighted Score: 10.37	Percent: 25% Points:	Percent: 25% Points:



### **Project Data**

#### **Existing Conditions:**

Volume (AADT):	1519.22
Capacity:	15800
Volume/Capacity Ratio:	0.1
Actual Congested Speed:	0
Speed Limit:	50
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	94
Crash Density:	61.13
Crash Severity:	39.03
Critical Crash Rate:	37.57
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	23

#### **Project Cost:**

Construction Cost:	\$3,512,000
Right-of-Way Cost:	\$295,000
Utilities Cost:	\$35,000
Total Project Cost:	\$3,842,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$3,842,000

#### **Local Input Points:**

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### **Project Benefits:**

Travel Time Savings (Autos):	1082132.78
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial

## NCDOT Prioritization 3.0 Project Summary

**SPOT ID: H140041**

**Mode:** Highway

**Status:** Draft

**From/Cross Street: NC 101**

**Specific Improvement Type: 5 - Construct Roadway on New Location**

To: US 70

**Project Category:** Division Needs

**Length: 2.35**

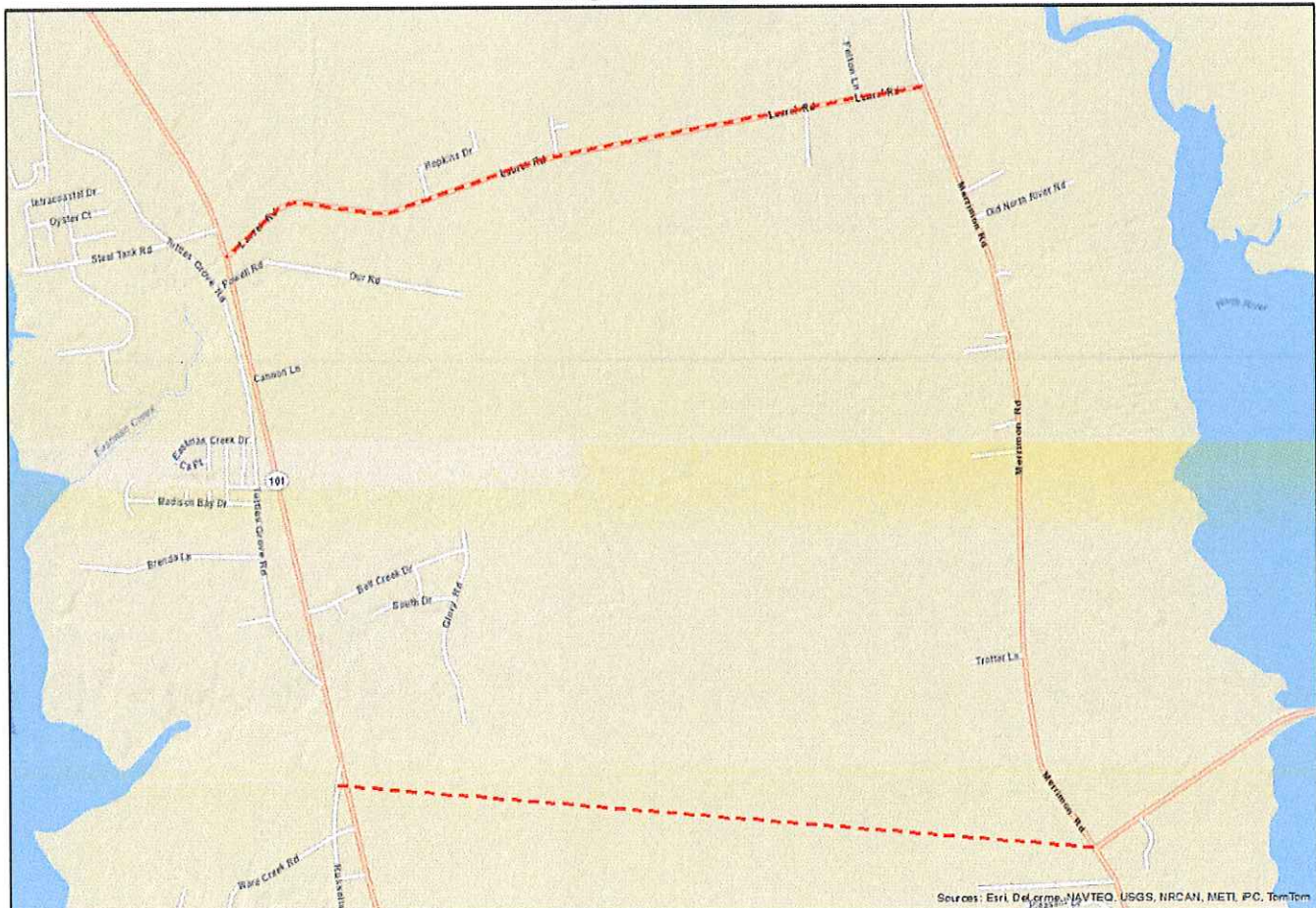
**TIP#:**

**Cost to NCDOT: \$10,639,000**

**Description:**

Construct a 2-lane expressway on new location that connects NC 101 and US 70 at the intersection of Merrimon Rd.

### Project Location





**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 12.81 Safety (20%) 72.01 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 16.96		

### Project Data

#### Existing Conditions:

Volume (AADT):	3000
Capacity:	15500
Volume/Capacity Ratio:	0.19
Actual Congested Speed:	0
Speed Limit:	55
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	44
Crash Density:	99.82
Crash Severity:	70.42
Critical Crash Rate:	47.98
Crash Frequency:	0
Severity Index:	0
Lane Width:	10
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Two Lane Highway
Average Commuting Time:	26

#### Project Cost:

Construction Cost:	\$10,330,000
Right-of-Way Cost:	\$276,000
Utilities Cost:	\$33,000
Total Project Cost:	\$10,639,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$10,639,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### Project Benefits:

Travel Time Savings (Autos):	-694692.06
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Project Facility Type	Arterial





## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H140039

**Mode:** Highway

**Status:** Draft

**From/Cross Street:** SR 1605 (Friendly Road)

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**To:** SR 1707 (Mandy Lane)

**Project Category:** Division Needs

**Length:** 0.24

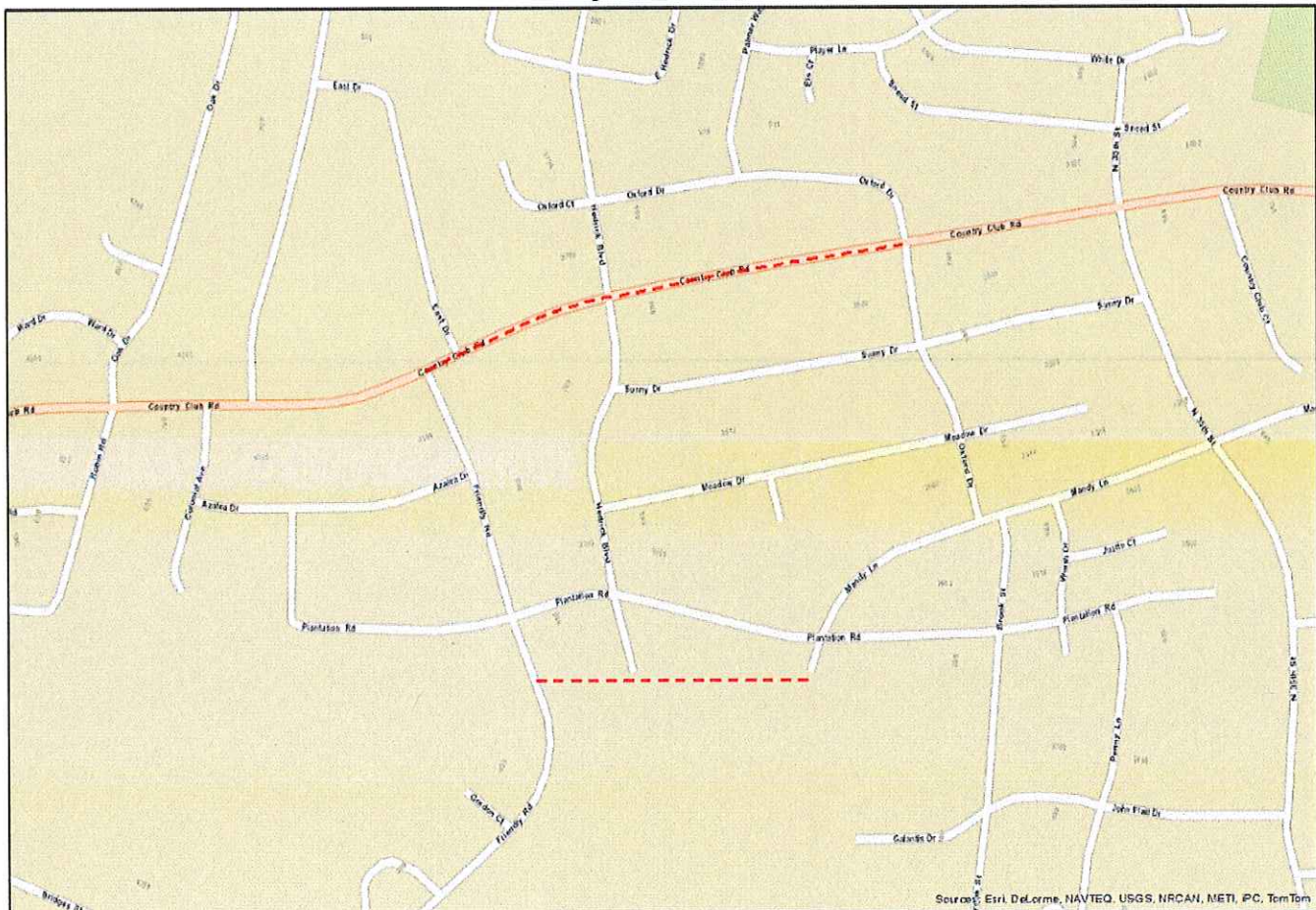
**TIP#:**

**Cost to NCDOT:** \$1,578,000

### Description:

Construct a 2-lane major thoroughfare with 12-ft lanes and 2-ft shoulders on new location that connects Friendly Rd (SR 1605) to Hedrick Blvd (SR 1719) and Mandy Ln (SR 1797).

### Project Location



**Statewide Mobility Total Score**

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

**Regional Impact Total Score**

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

**Division Needs Total Score**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 27.70 Safety (20%) 59.97 Multimodal + [Freight & Military] (10%) 0.00	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 17.54		



### Project Data

#### Existing Conditions:

Volume (AADT):	6600
Capacity:	15800
Volume/Capacity Ratio:	0.42
Actual Congested Speed:	0
Speed Limit:	35
Travel Time Index:	0
Truck Volume:	0
Pavement Condition Rating:	96
Crash Density:	99.77
Crash Severity:	74.26
Critical Crash Rate:	7.71
Crash Frequency:	0
Severity Index:	0
Lane Width:	11
Shoulder Width:	0
Non-Interstate STRAHNET Route?	N
Provides Direct Connection to Transportation Terminal?	N
County Tier Designation:	3
Existing Facility Type:	Arterial
Average Commuting Time:	10

#### Project Cost:

Construction Cost:	\$1,054,000
Right-of-Way Cost:	\$468,000
Utilities Cost:	\$56,000
Total Project Cost:	\$1,578,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT :	\$1,578,000

#### Local Input Points:

First Division:	Division 2
First Division %:	100
Second Division:	
Second Division %:	0
Third Division:	
Third Division % :	0
First MPO/RPO:	Down East RPO
First MPO/RPO %:	100
Second MPO/RPO:	
Second MPO/RPO %:	0
Third MPO/RPO:	
Third MPO/RPO %:	0

#### Project Benefits:

Travel Time Savings (Autos):	722613.63
Travel Time Saving (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Project Facility Type	Arterial