



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231829

Mode: Ferry

Status: Submitted

Cedar Island – Ocracoke (Silver Lake)

Location: Cedar Island Ferry Terminal

Specific Improvement Type: 13 - Other Terminal or Shipyard Infrastructure

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,877,000

Description:

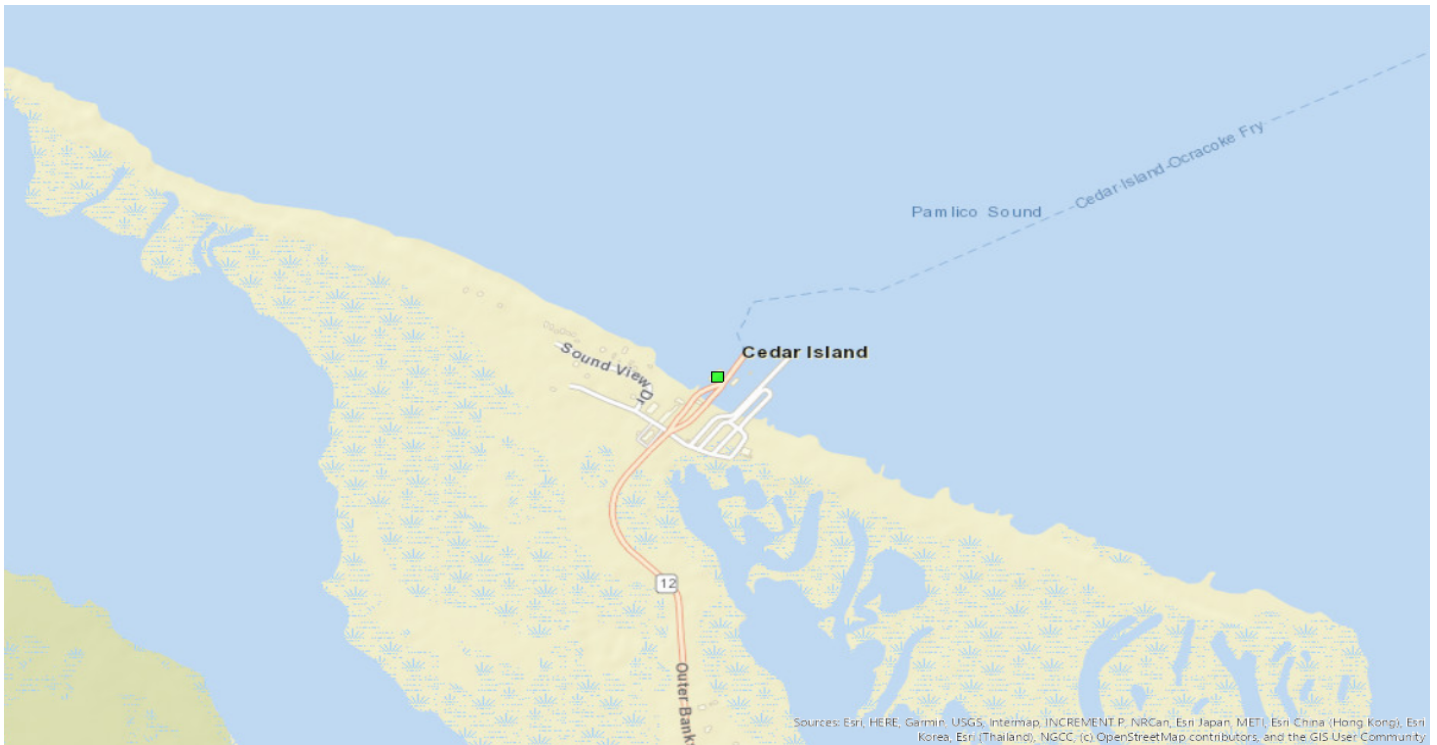
Replace Cedar Island Maintenance Building and Visitor Center

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

Project Local ID:	F192296
Included in Plan?	Yes
Name and Year of Plan:	Ferry Capital Plan
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$3,877,000
Total Project Cost:	\$3,877,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3,877,000
Source of Cost Estimation:	Ferry Capital Plan

Project Ownership

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

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

Project Purpose and Identified Needs

Primary Purpose: Project will be to replace the existing visitor center and maintenance facility for a new building that is larger to accommodate increased working area, offices, storage, and repair equipment.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: A130144

Mode: Aviation

Status: Submitted

Apron Expansion

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 1200 - Aircraft Apron / Helipad Requirements

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

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,117,000

Description:

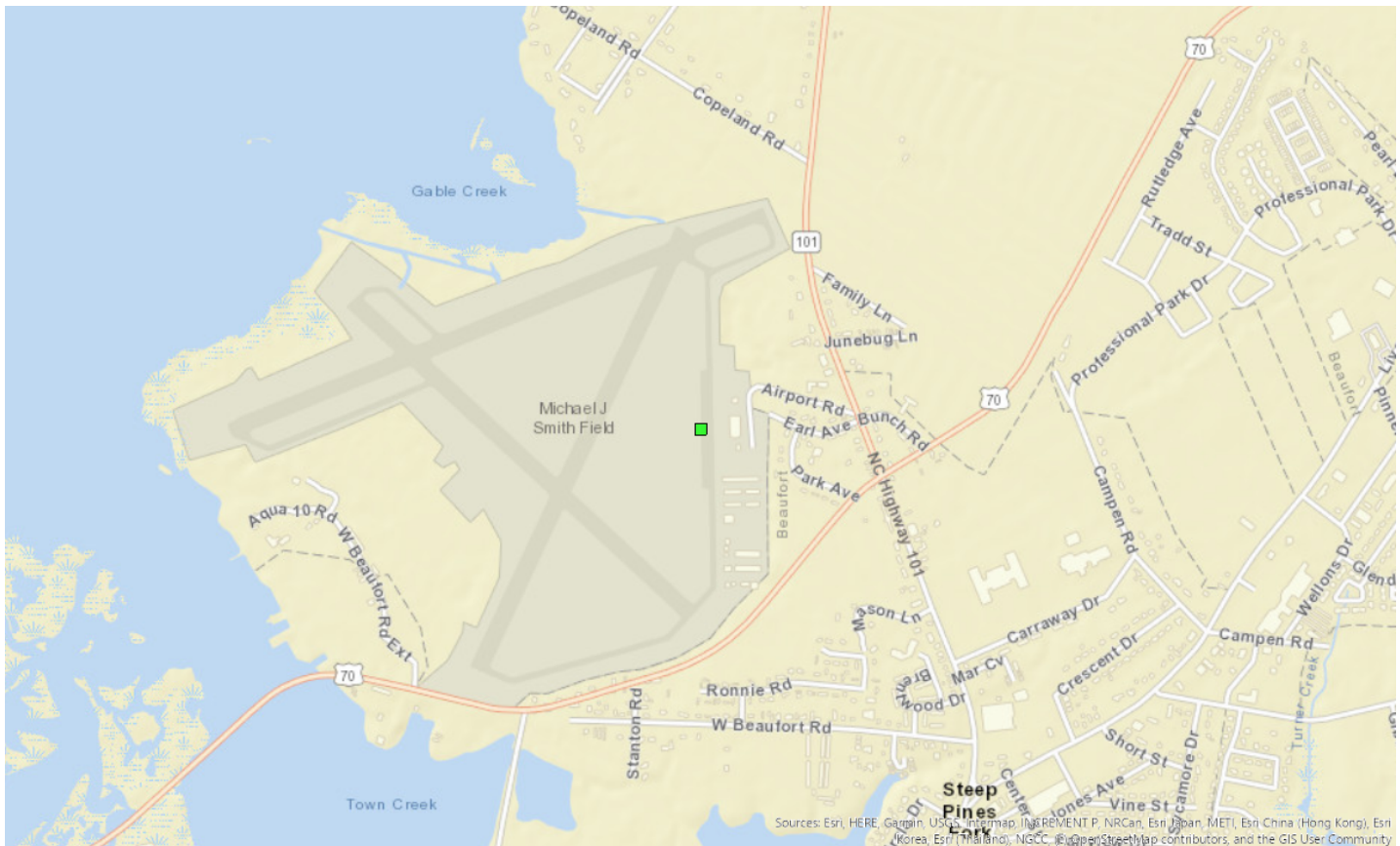
Expand Apron to accommodate future Aircraft growth and types (8350 square yard expansion) (includes Project Request Number: 3022). Numbers 10 and 26 on the Airport Layout Plan.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$3,117,000
Total Project Cost:	\$3,117,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3,117,000
Source of Cost Estimation:	EBS (Partner Connect)

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: A171560

Mode: Aviation

Status: Submitted

Runway 8-26 Extension to 6000';

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 500 - Runway Length & WIDTH

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

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$8,246,000

Description:

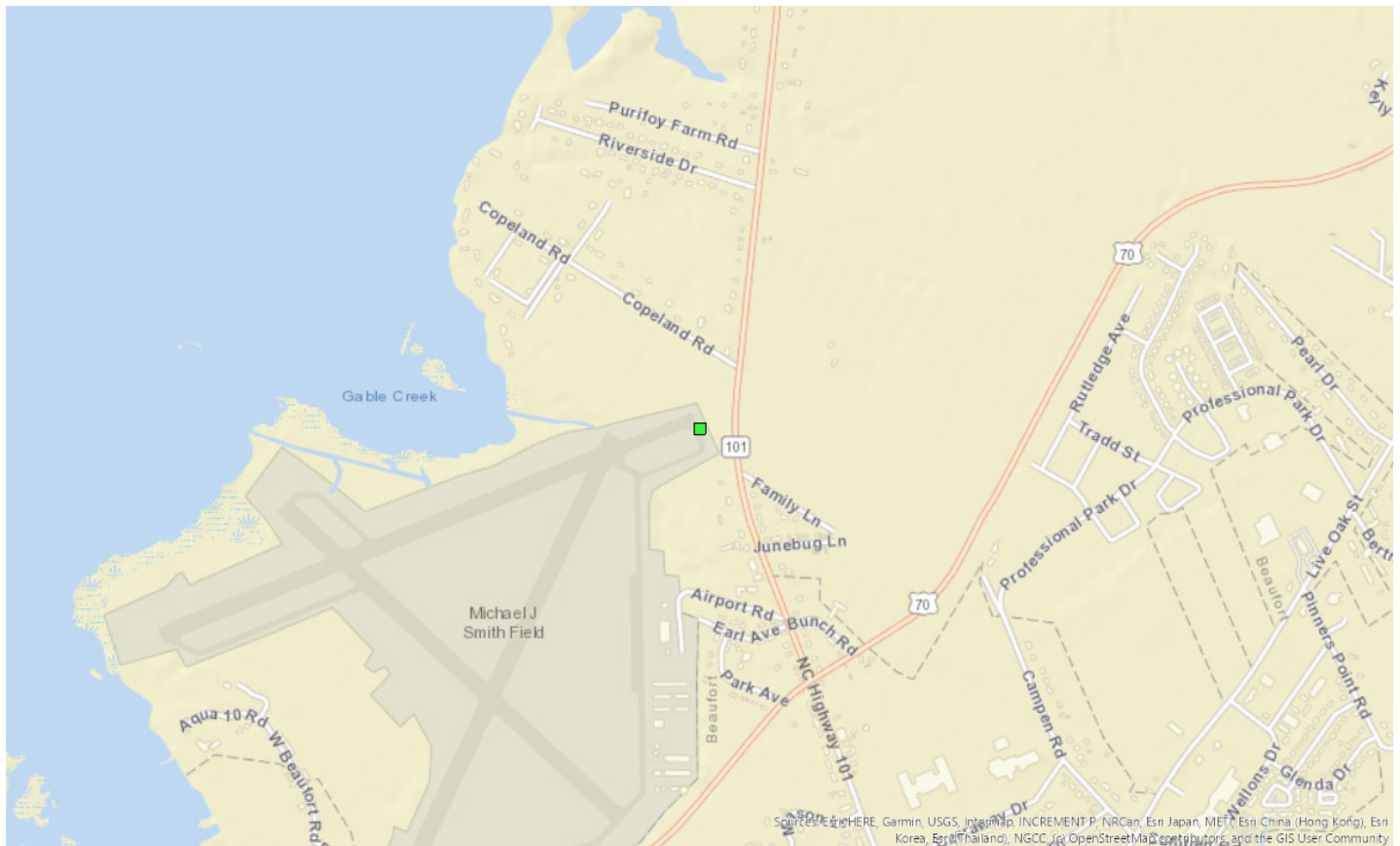
Extend the runway and parallel taxiway to 6000'; - includes environmental assessment land acquisition and relocation of NC 101 and Copeland Road. (Project Request Numbers: 3018, 2373, 3015, 3020, 2376, 4455). This is Project #24 on the Airport Layout Plan.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

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

Project Cost:

Right-of-Way Cost:	\$1,881,000
Utilities Cost:	\$0
Construction Cost:	\$6,365,000
Total Project Cost:	\$8,246,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$8,246,000
Source of Cost Estimation:	EBS (Partner Connect)

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: A171577

Mode: Aviation

Status: Submitted

Hangars (Phase 2)

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 1900 - Hangars

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

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,939,000

Description:

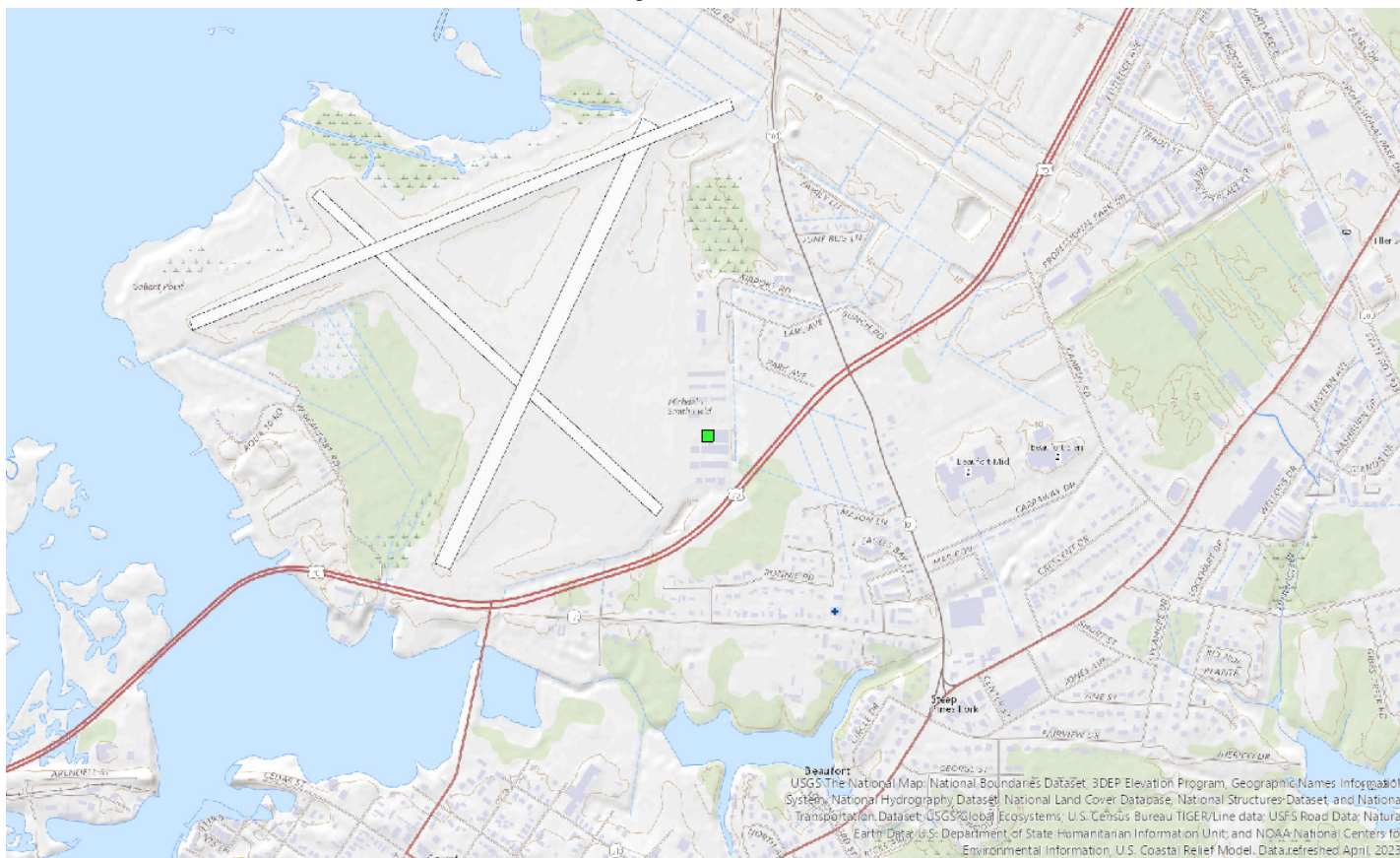
Design and construction of a new 12-Unit T-Hangar to replace the hangars being taken as part of the US70 relocation project along with taxilanes. (Project Request Number 2378). Number 20 for the Airport Layout Plan.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$1,939,000
Total Project Cost:	\$1,939,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,939,000
Source of Cost Estimation:	EBS (Partner Connect)

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: A231480

Mode: Aviation

Status: Submitted

Laughton Property Taxilane and Apron (27)

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 1200 - Aircraft Apron / Helipad Requirements

Location: Former Laughton Property along US 17 Beaufort Bypass.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

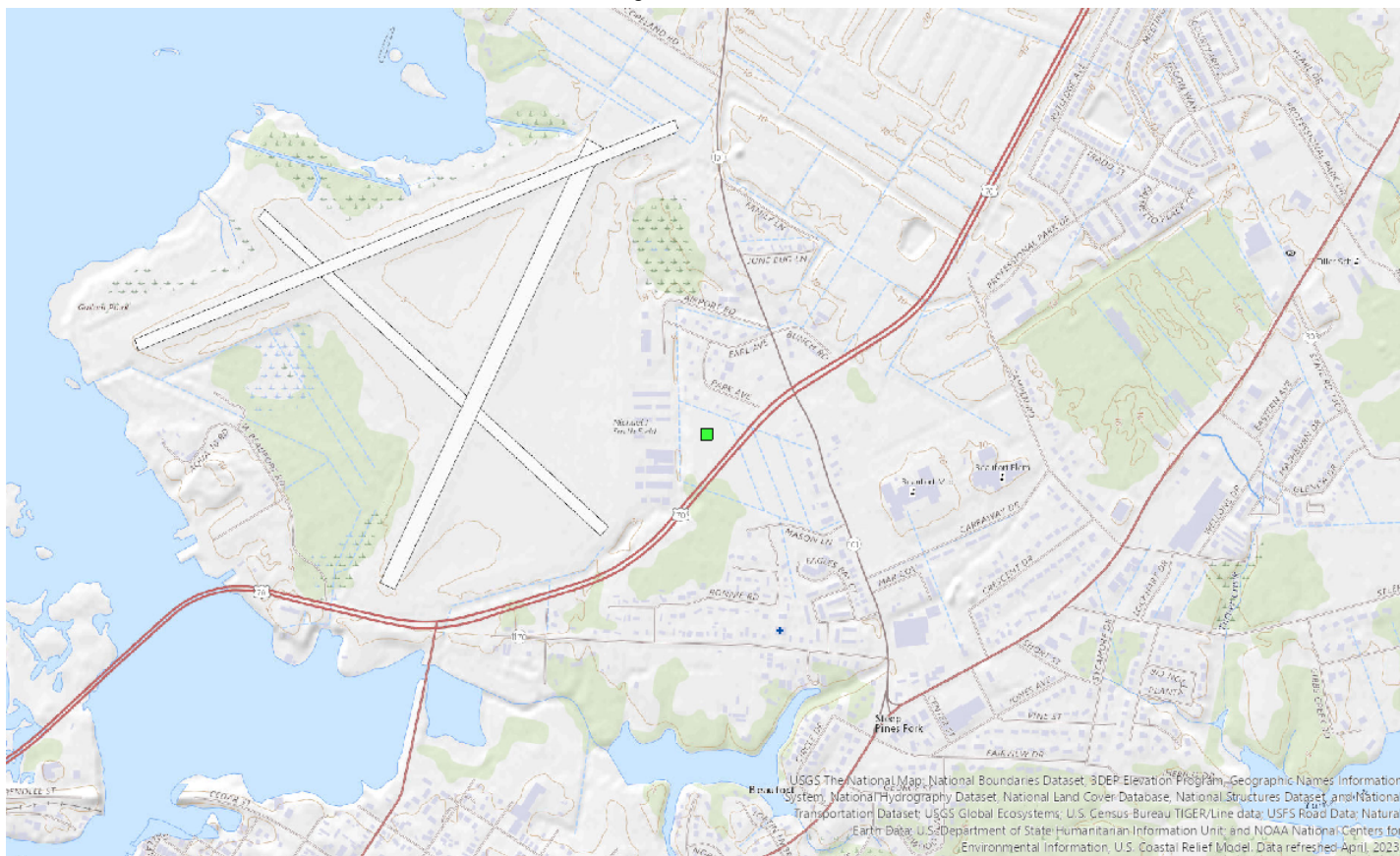
Create a taxilane and apron for future hangars. Number 27 on Airport Layout Plan.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Airport Layout Plan or Other Plan?	Yes
Name and Year of Plan:	MRH Airport Layout Plan Update, 2020.
Airport Sponsor:	Beaufort-Morehead City Airport Authority
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$0
Source of Cost Estimation:	N/A

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Allow for further expansion of hangar facilities when demand calls for it.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: A231481

Mode: Aviation

Status: Submitted

Airport Wildlife Deterrent Fence – Phase 1

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 2100 - Perimeter Fencing

Location: West of runways along perimeter with wooded area.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

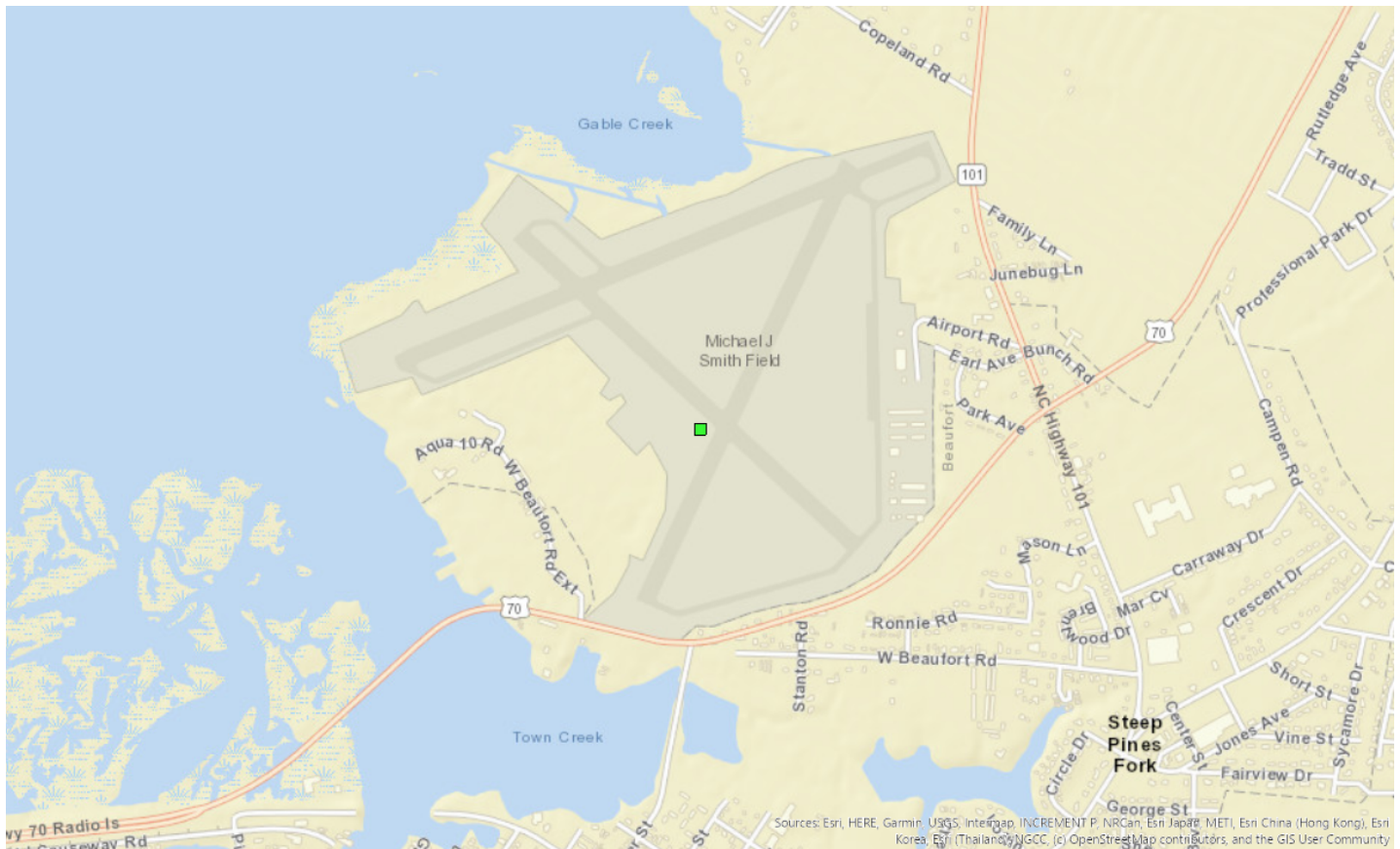
Construction of a deterrent fence west of the MRH runways to protect airport infrastructure from wildlife.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Airport Layout Plan or Other Plan?	Yes
Name and Year of Plan:	MRH Airport Layout Plan Update, 2020
Airport Sponsor:	Beaufort-Morehead City Airport Authority
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$0
Source of Cost Estimation:	N/A

Project Ownership

Division

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: The fencing would improve safety at the airport by preventing wildlife incursions onto airport property.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: A231482

Mode: Aviation

Status: Submitted

Airport Wildlife Deterrent Fence – Phase 2

Airport Name: MRH - Michael J. Smith Field

Specific Improvement Type: 2100 - Perimeter Fencing

Location: North of runways along perimeter with wooded area.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

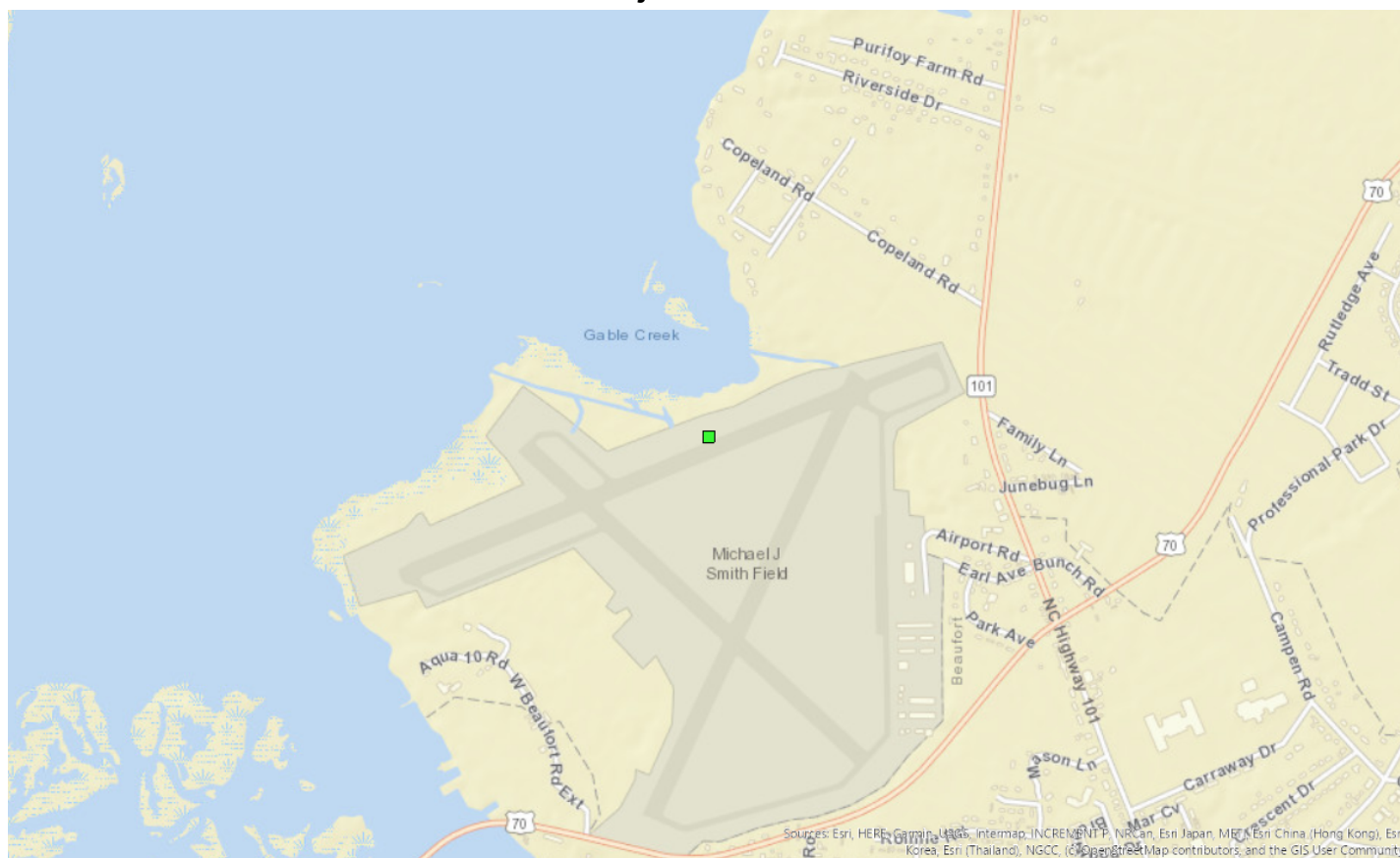
Construction of a deterrent fence north of the MRH runways to protect airport infrastructure from wildlife.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Airport Layout Plan or Other Plan?	Yes
Name and Year of Plan:	MRH Airport Layout Plan Update, 2020.
Airport Sponsor:	Beaufort-Morehead City Airport Authority
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$0
Source of Cost Estimation:	N/A

Project Ownership

Division

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: The fencing would improve safety at the airport by preventing wildlife incursions onto airport property.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



Status: Submitted

TIP#:

Cost to NCDOT: \$1,480,000

Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2011
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Cedar Point
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.35
Number of Automatic POI:	30
Number of Manual POI:	30
Number of Existing or Committed Connections:	1
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	3984
Employees Within Buffer Area:	3134
Project Sponsor (Organization):	Town of Cedar Point
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$245,000
Right-of-Way Cost:	\$17,000
Utilities Cost:	\$0
Construction Cost:	\$1,463,000
Total Project Cost (including PE/Design) - used for required match:	\$1,725,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,480,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,480,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Improve bicycle and pedestrian access. Improved access to Western Park and the Cape Carteret Trail

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B171847

Mode: Bicycle & Pedestrian

Status: Submitted

Havelock Sidewalk Bundle

From/Cross Street: Webb Blvd

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

To: Church Rd

Project Category: Division Needs

Length: 0.25022548

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$520,800

Description:

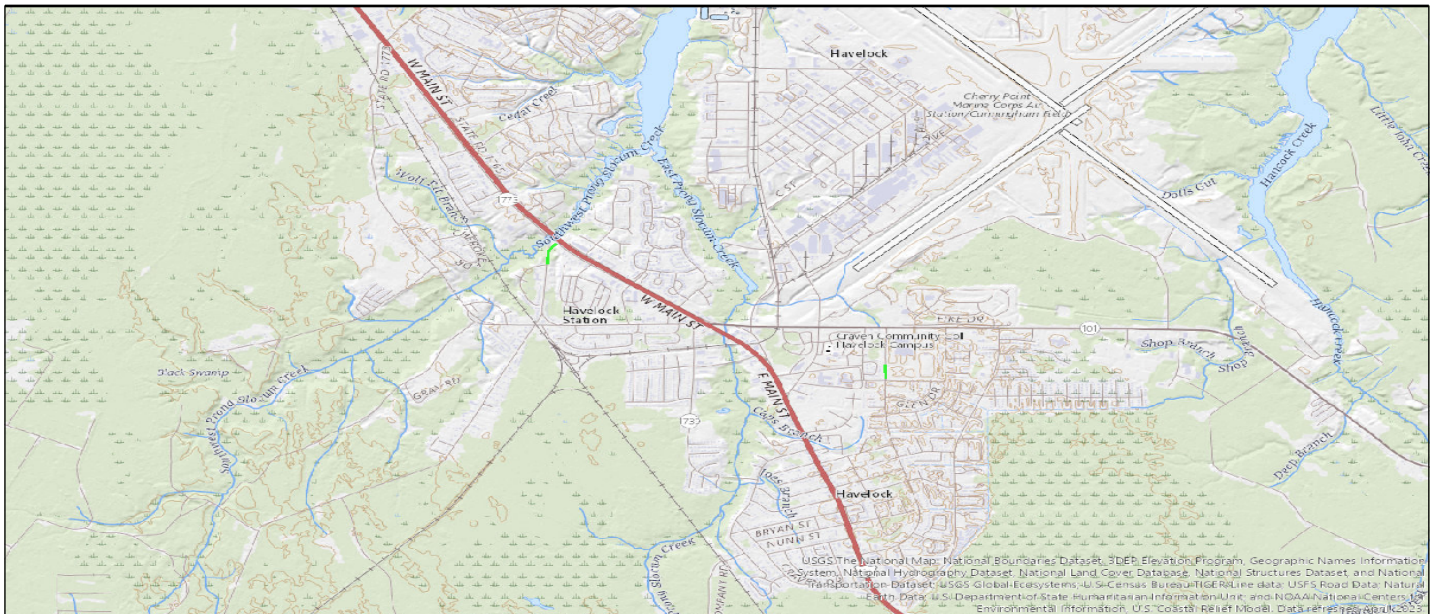
Construct two segments of sidewalk along the two roadways.

Division(s): Division 2

County(s): Craven

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Craven County CTP, 2023
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Havelock
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.39
Number of Automatic POI:	20
Number of Manual POI:	31
Number of Existing or Committed Connections:	2
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	2298
Employees Within Buffer Area:	1861
Project Sponsor (Organization):	City of Havelock
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$130,000
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$520,800
Total Project Cost (including PE/Design) - used for required match:	\$650,800
Total Project Cost (without PE/Design) - used for scoring:	\$520,800
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$520,800
Source of Cost Estimation:	Carbon Reduction Program Application

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: These projects were originally submitted by Havelock for CRP funding. Both projects improve the overall sidewalk network in the city. The Webb Blvd sidewalk provides connection to a park and athletic facilities.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B193202

Mode: Bicycle & Pedestrian

Status: Submitted

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

From/Cross Street: Dolphin Rd.

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

To: Church St.

Project Category: Division Needs

Length: 2.88954008

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,149,000

Description:

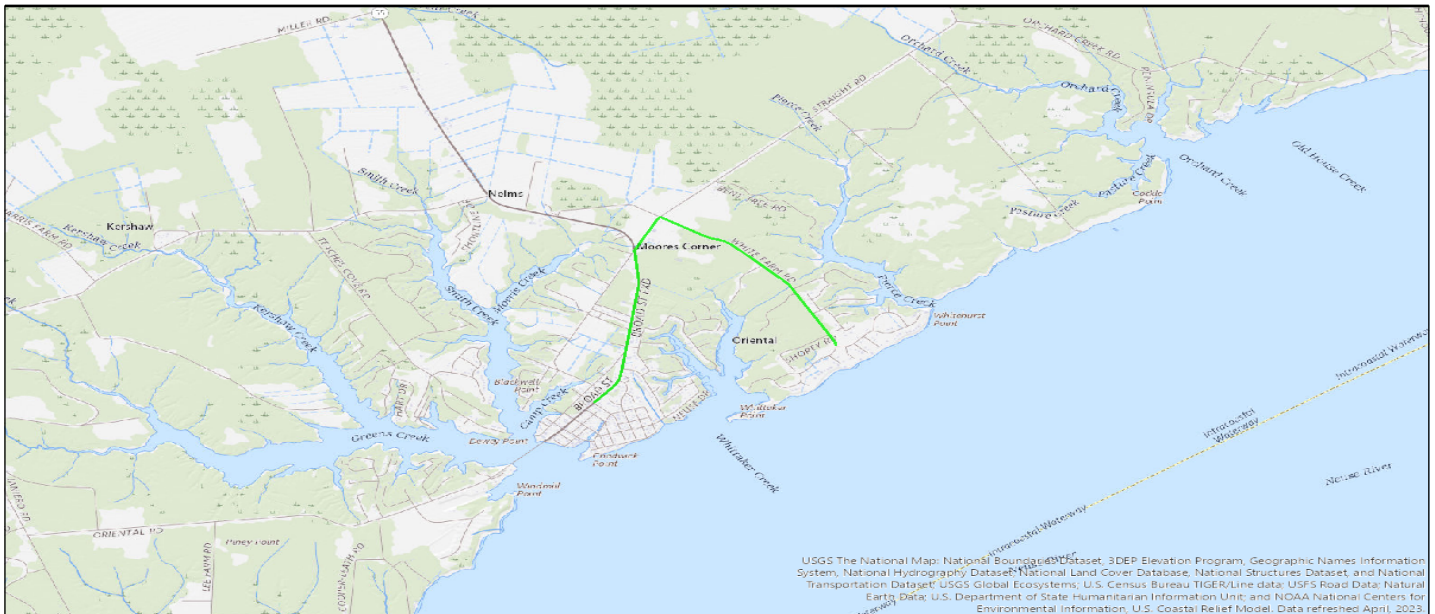
Construct bike lanes on either side of White Farm Rd (from Dolphin Rd. to Straight Rd.), Straight Rd. (Dolphin Rd. to NC 55), and NC 55 (Straight Rd. to Church St.)

Division(s): Division 2

County(s): Pamlico

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

Project Location



Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	1	36
	Crash Severity (20%)		
	Safety Risk (20%)		
	Project Safety Benefit (20%)		
Accessibility / Connectivity	Accessibility / Connectivity (100%)		
Demand/Density	Persons per Squire Mile (50%)	68	2.92
	Employees Per Square Mile (50%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		

Project Data

Data:

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Pamlico County CTP, 2016
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Town of Oriental
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Bicycle Lane
Bicycle and Pedestrian Crashes:	3
Average Crash Severity:	5
Safety Risk Score:	0.36
Number of Automatic POI:	9
Number of Manual POI:	45
Number of Existing or Committed Connections:	1
Planned Connections?	No
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	1696
Employees Within Buffer Area:	1476
Project Sponsor (Organization):	Town of Oriental
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (P6)

Project Cost:

Preliminary Engineering / Design Cost:	\$451,000
Right-of-Way Cost:	\$12,000
Utilities Cost:	\$0
Construction Cost:	\$2,137,000
Total Project Cost (including PE/Design) - used for required match:	\$2,600,000
Total Project Cost (without PE/Design) - used for scoring:	\$2,149,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,149,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership

Division

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

MPO/RPO

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

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B193203

Mode: Bicycle & Pedestrian

Status: Submitted

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

From/Cross Street: Multiple

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

To: Multiple

Project Category: Division Needs

Length: 1.04545639

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,827,000

Description:

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

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data

Data:

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Beaufort Bicycle and Pedestrian Plan, 2018; Carteret County CTP, 2018
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Beaufort
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.42
Number of Automatic POI:	61
Number of Manual POI:	48
Number of Existing or Committed Connections:	3
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	2903
Employees Within Buffer Area:	2476
Project Sponsor (Organization):	Town of Beaufort
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (P6)

Project Cost:

Preliminary Engineering / Design Cost:	\$315,000
Right-of-Way Cost:	\$31,000
Utilities Cost:	\$0
Construction Cost:	\$2,796,000
Total Project Cost (including PE/Design) - used for required match:	\$3,142,000
Total Project Cost (without PE/Design) - used for scoring:	\$2,827,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,827,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership

Division

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

MPO/RPO

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

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B193205

Mode: Bicycle & Pedestrian

Status: Submitted

Lennoxville Road

From/Cross Street: Carteret St.

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

To: Leonda Dr.

Project Category: Division Needs

Length: 0.5700325

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,530,000

Description:

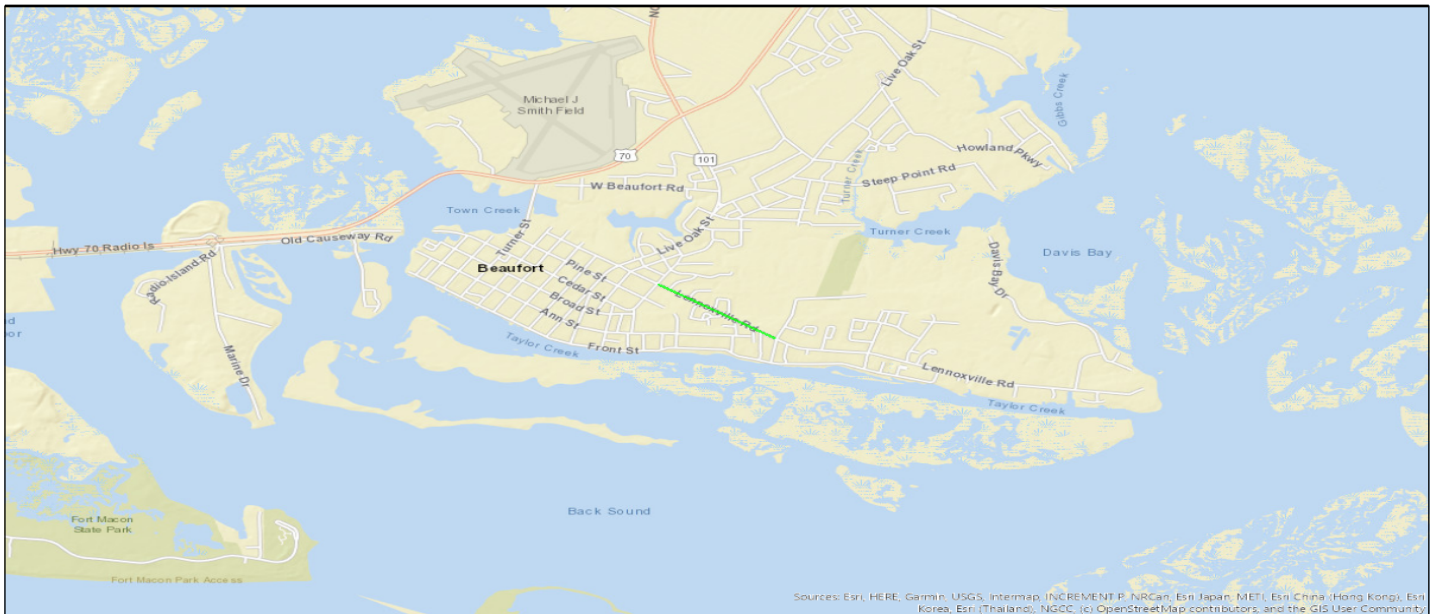
Construct a multi-use sidepath along Lennoxville Road from Carteret St. to Leonda Dr. in the Town of Beaufort.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Beaufort Bike and Pedestrian Plan, 2018; Carteret County CTP, 2018
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Beaufort
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	1
Safety Risk Score:	0.4
Number of Automatic POI:	55
Number of Manual POI:	52
Number of Existing or Committed Connections:	0
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	2664
Employees Within Buffer Area:	2278
Project Sponsor (Organization):	Town of Beaufort
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (P6)

Project Cost:

Preliminary Engineering / Design Cost:	\$258,000
Right-of-Way Cost:	\$17,000
Utilities Cost:	\$0
Construction Cost:	\$1,513,000
Total Project Cost (including PE/Design) - used for required match:	\$1,788,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,530,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,530,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B193206

Mode: Bicycle & Pedestrian

Status: Submitted

Swinson/West Carteret Loop

From/Cross Street: Country Club Rd.

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

To: Bridges St. Extension

Project Category: Division Needs

Length: 0.79690689

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,127,000

Description:

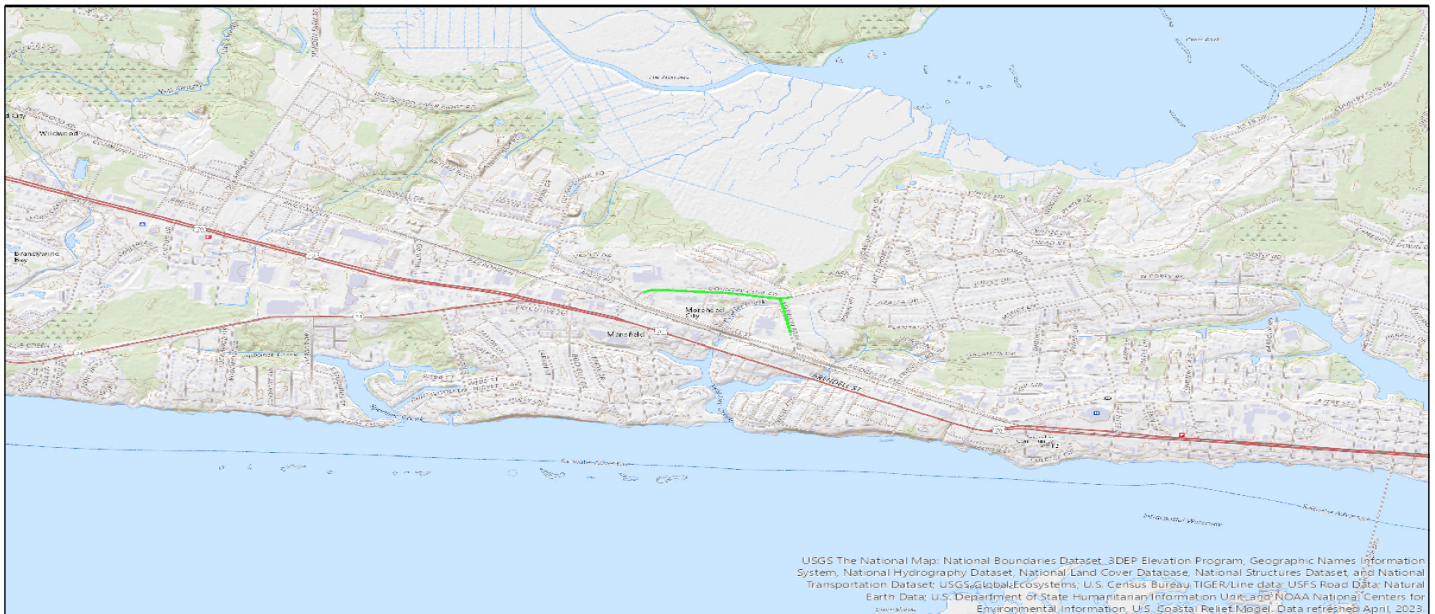
Extend existing multi-use path to create a loop around West Carteret High School and Swinson Park in Morehead City.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Morehead City Bike Plan, 2007; Morehead City Pedestrian Plan, 2011
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Morehead City
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.46
Number of Automatic POI:	56
Number of Manual POI:	142
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	6132
Employees Within Buffer Area:	5153
Project Sponsor (Organization):	Town of Morehead City
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (P6)

Project Cost:

Preliminary Engineering / Design Cost:	\$252,000
Right-of-Way Cost:	\$24,000
Utilities Cost:	\$0
Construction Cost:	\$2,103,000
Total Project Cost (including PE/Design) - used for required match:	\$2,379,000
Total Project Cost (without PE/Design) - used for scoring:	\$2,127,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,127,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.

NCDOT Prioritization 7.0 Project Summary

SPOT ID: B230341

Mode: Bicycle & Pedestrian

Status: Submitted

Newport River Trail

From/Cross Street: Main St

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

To: SR 1140 (Roberts Rd.)

Project Category: Division Needs

Length: 0.80706545

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,288,000

Description:

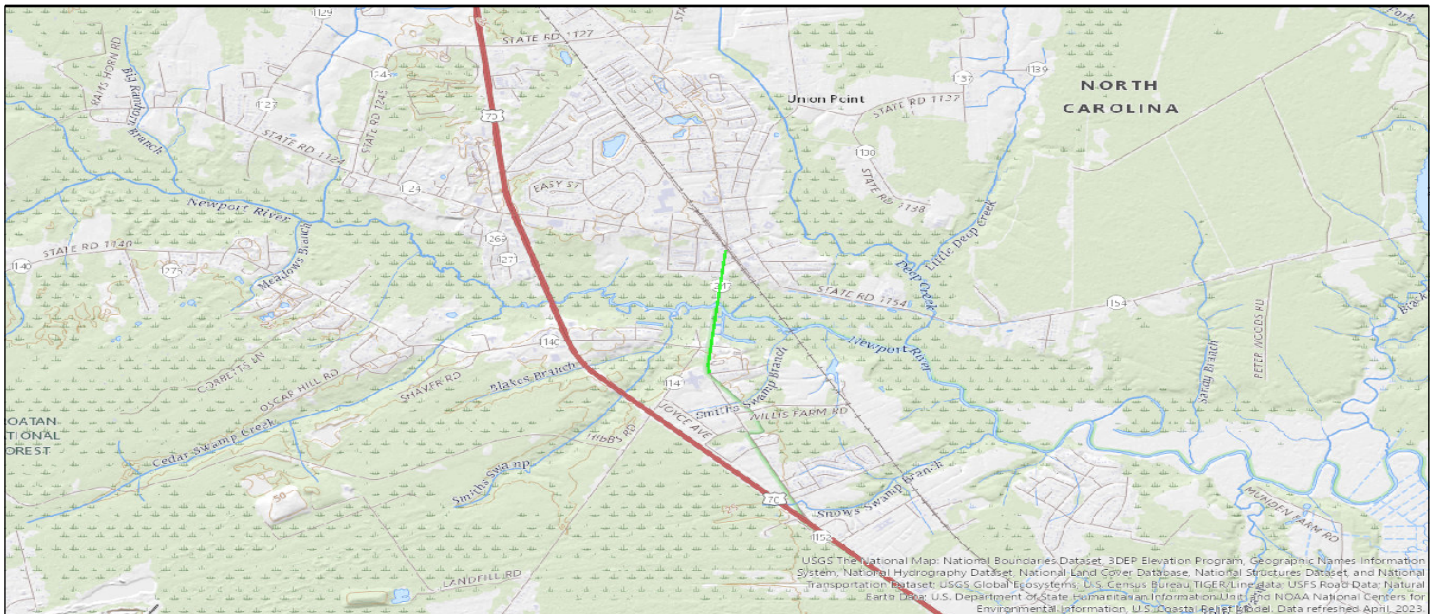
Create a multi-use path between downtown Newport and Newport Middle School parallel to E Chatham St, including a crossing of the Newport River.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data

Data:

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2011.
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Newport
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	1
Safety Risk Score:	0.4
Number of Automatic POI:	41
Number of Manual POI:	10
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	4028
Employees Within Buffer Area:	3467
Project Sponsor (Organization):	Town of Newport
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$279,000
Right-of-Way Cost:	\$16,000
Utilities Cost:	\$0
Construction Cost:	\$1,272,000
Total Project Cost (including PE/Design) - used for required match:	\$1,567,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,288,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,288,000
Source of Cost Estimation:	Cost Estimation School

Project Ownership**Division**

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

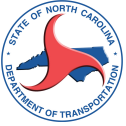
MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Improve bike/ped access to local school. Expand existing bike/ped network in Newport.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B230641

Mode: Bicycle & Pedestrian

Status: Submitted

NC 24 (WB McClean Dr)

From/Cross Street: Yaupon Dr

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

To: Bayshore Dr

Project Category: Division Needs

Length: 0.97148523

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,547,000

Description:

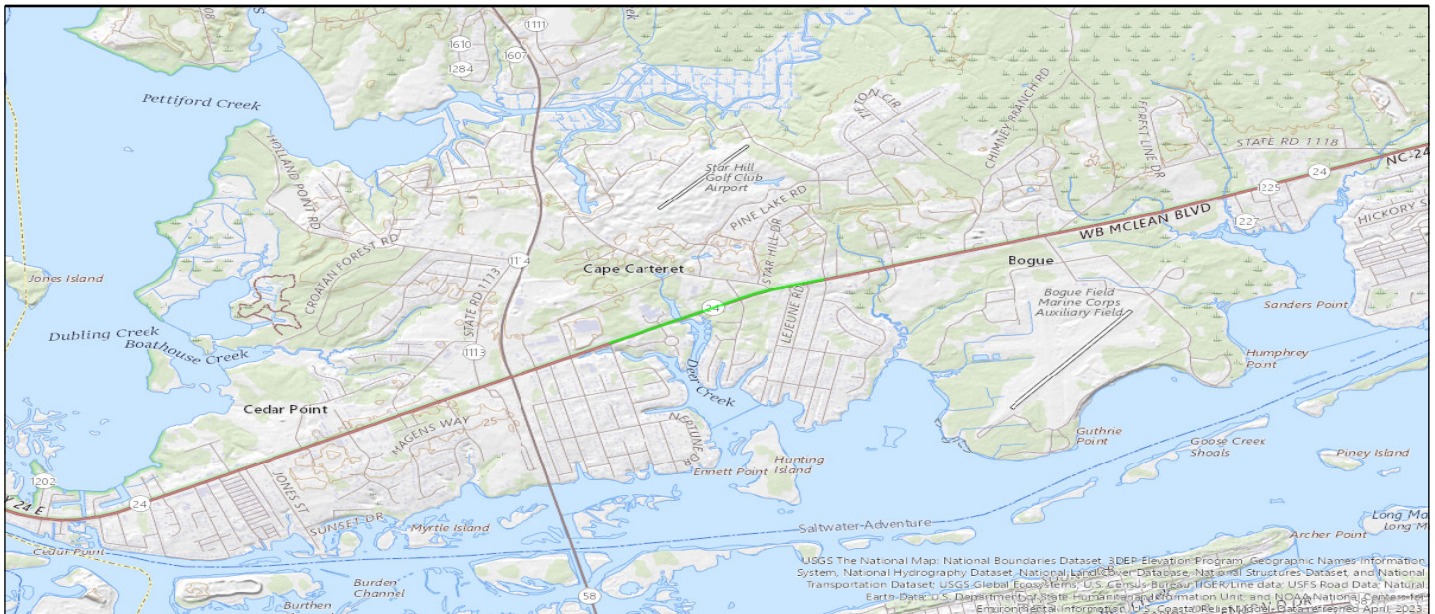
Construct a multi-use path along south side of NC 24 in Cape Carteret.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Cape Carteret
Right-of-Way % Acquired:	93
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.43
Number of Automatic POI:	31
Number of Manual POI:	8
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	3660
Employees Within Buffer Area:	2850
Project Sponsor (Organization):	Town of Cape Carteret
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$294,000
Right-of-Way Cost:	\$30,000
Utilities Cost:	\$0
Construction Cost:	\$2,517,000
Total Project Cost (including PE/Design) - used for required match:	\$2,841,000
Total Project Cost (without PE/Design) - used for scoring:	\$2,547,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,547,000
Source of Cost Estimation:	Bike/Ped Estimation Cost Took

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Improve the bike and pedestrian network within the Town of Cape Carteret. Improve bike/ped connections in Carteret County as a whole. An MUP is planned for most of the route of NC 24 in Carteret County.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231710

Mode: Bicycle & Pedestrian

Status: Submitted

NC 58 Bike Lanes

From/Cross Street: Main Street, Maysville

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

To: NC 24

Project Category: Division Needs

Length: 18.91207155

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$13,089,000

Description:

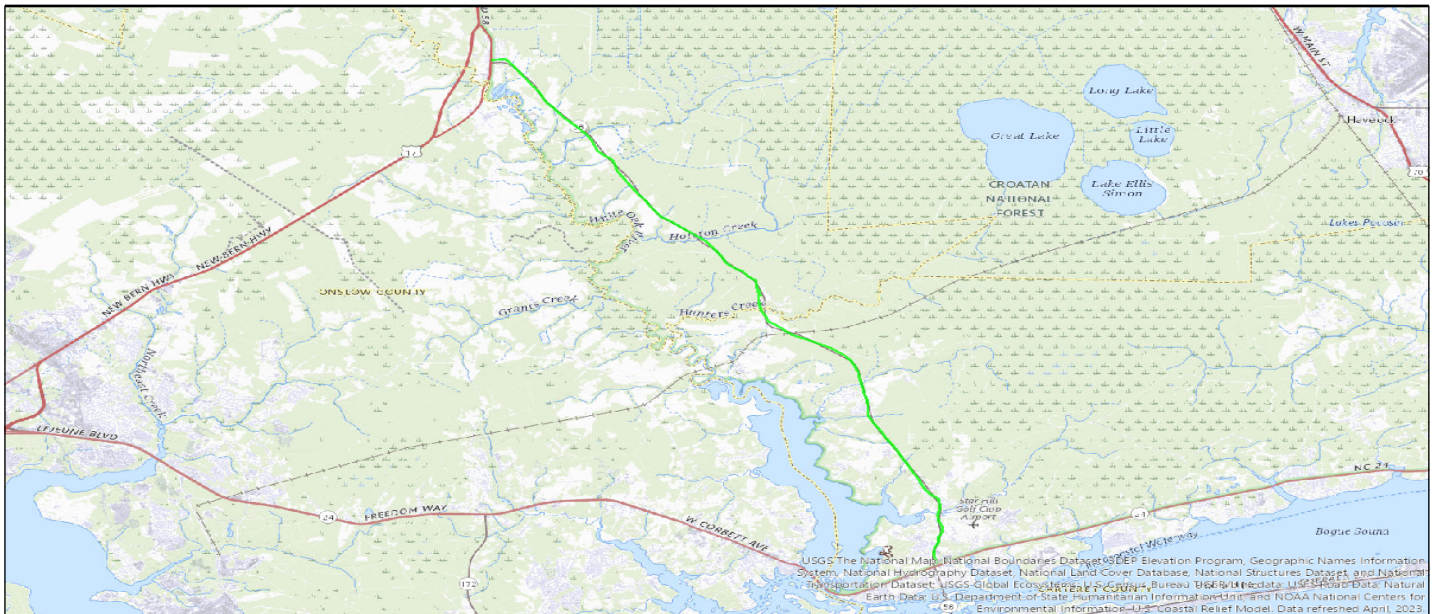
Add bike lanes to entirety of NC 58 between Cedar Point/Cape Carteret in Carteret County to Maysville in Jones County

Division(s): Division 2

County(s): Jones;Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2011; Jones County CTP, 2015
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Carteret County, Jones County, Peletier, Maysville
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Bicycle Lane
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.32
Number of Automatic POI:	60
Number of Manual POI:	150
Number of Existing or Committed Connections:	3
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	7154
Employees Within Buffer Area:	5734
Project Sponsor (Organization):	Carteret County
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$3,530,000
Right-of-Way Cost:	\$542,000
Utilities Cost:	\$0
Construction Cost:	\$12,547,000
Total Project Cost (including PE/Design) - used for required match:	\$16,619,000
Total Project Cost (without PE/Design) - used for scoring:	\$13,089,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$13,089,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: To improve cycling network in Carteret and Jones Counties

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231721

Mode: Bicycle & Pedestrian

Status: Submitted

NC 101 Bike Lanes

From/Cross Street: SR 1155 (Old Winberry Rd)

Specific Improvement Type: 4 - On-Road Bicycle Facility (Bicycle)

To: US 70

Project Category: Division Needs

Length: 9.97111503

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$6,724,000

Description:

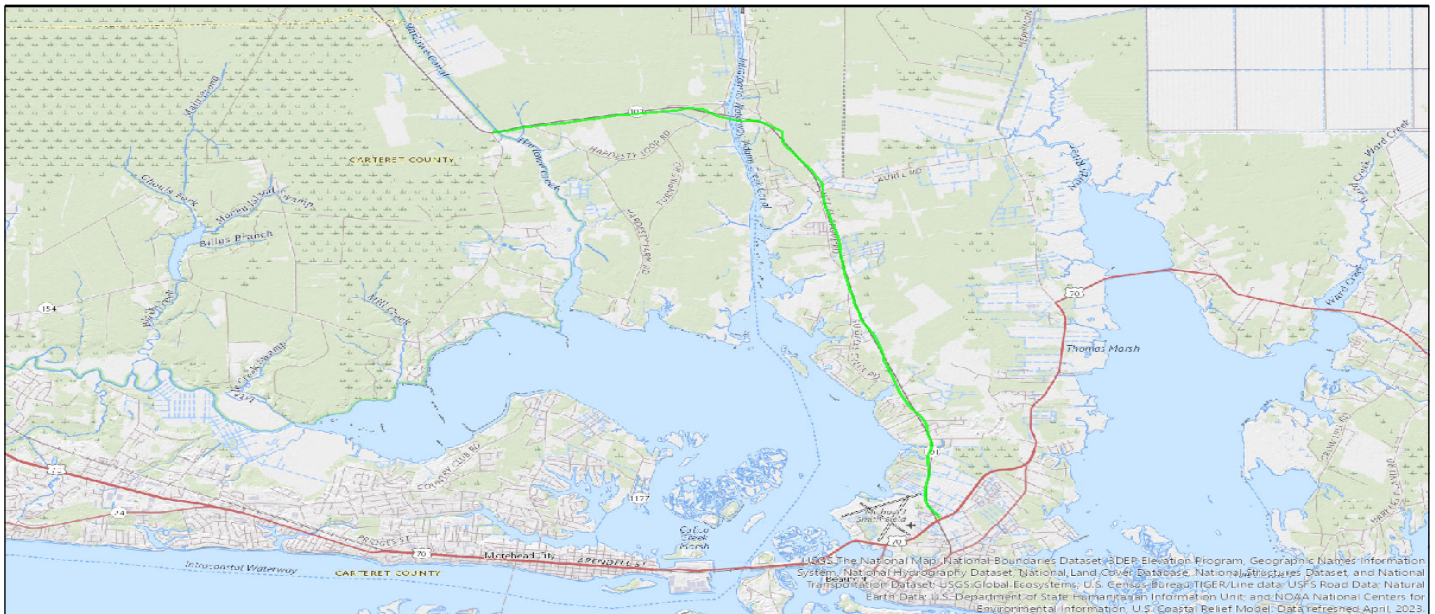
Construct 4ft wide bike lanes on either side of NC 101 between Harlowe area and Beaufort in Carteret County.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2011
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Carteret County, Beaufort
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Paved Shoulder
Bicycle and Pedestrian Crashes:	3
Average Crash Severity:	8
Safety Risk Score:	0.31
Number of Automatic POI:	69
Number of Manual POI:	100
Number of Existing or Committed Connections:	0
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	5512
Employees Within Buffer Area:	4531
Project Sponsor (Organization):	Carteret County
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$1,790,000
Right-of-Way Cost:	\$291,000
Utilities Cost:	\$0
Construction Cost:	\$6,433,000
Total Project Cost (including PE/Design) - used for required match:	\$8,514,000
Total Project Cost (without PE/Design) - used for scoring:	\$6,724,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$6,724,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Improve overall bicycle network in Carteret County. This was a recommendation of the Carteret County Bicycle and Pedestrian Committee

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231724

Mode: Bicycle & Pedestrian

Status: Submitted

NC 24 MUP

From/Cross Street: SR 1202 (Cedar Ln)

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

To: US 70

Project Category: Division Needs

Length: 17.30573008

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$41,685,000

Description:

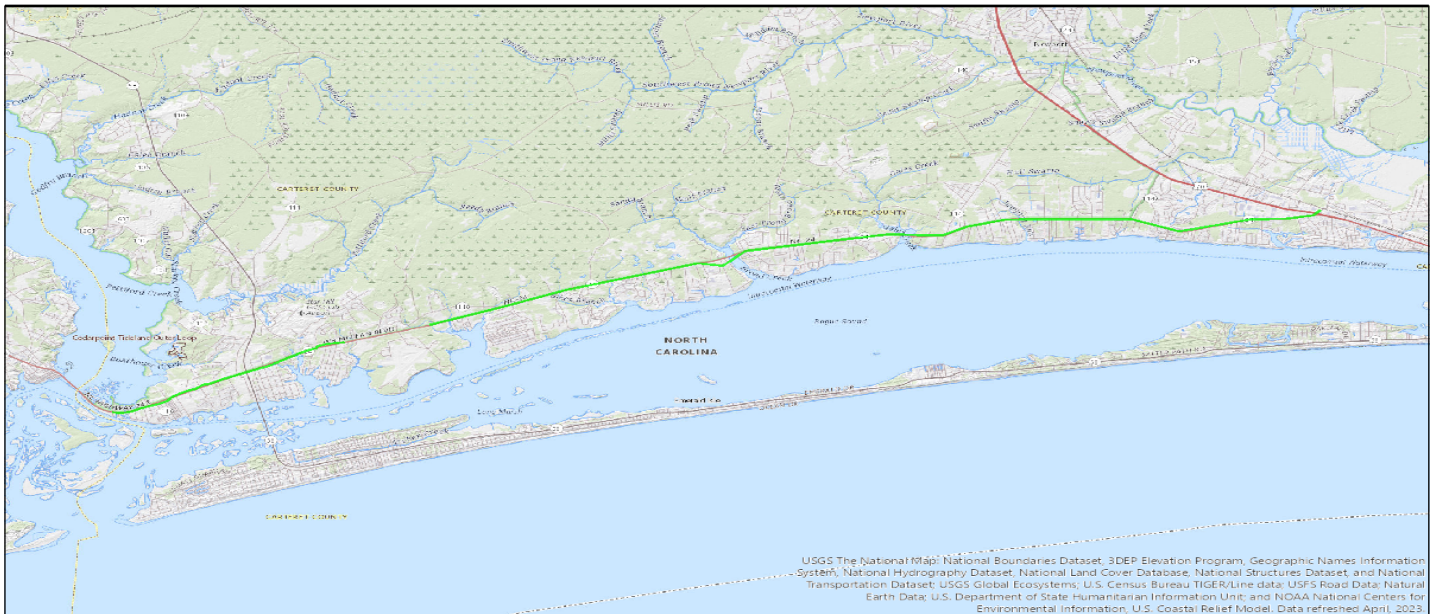
Construct a multi-use path along south side of NC 24 along entire corridor in Carteret County

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2011; NC 24 Corridor Plan
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Carteret County
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	14
Average Crash Severity:	31
Safety Risk Score:	0.36
Number of Automatic POI:	119
Number of Manual POI:	150
Number of Existing or Committed Connections:	4
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	20664
Employees Within Buffer Area:	16958
Project Sponsor (Organization):	Carteret County
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$5,963,000
Right-of-Way Cost:	\$533,000
Utilities Cost:	\$0
Construction Cost:	\$41,152,000
Total Project Cost (including PE/Design) - used for required match:	\$47,648,000
Total Project Cost (without PE/Design) - used for scoring:	\$41,685,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$41,685,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership

Division

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: This has not only been identified as an important project by the Carteret County Bike/Ped Committee, it is considered an integral part of the NC 24 corridor improvement program. Portions of NC 24 have been submitted as RCI highway projects with an MUP as a part of the project

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231727

Mode: Bicycle & Pedestrian

Status: Submitted

Oglesby Rd Sidewalk

From/Cross Street: SR 1176

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

To: Gate at end of public roadway.

Project Category: Division Needs

Length: 0.52023059

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$570,000

Description:

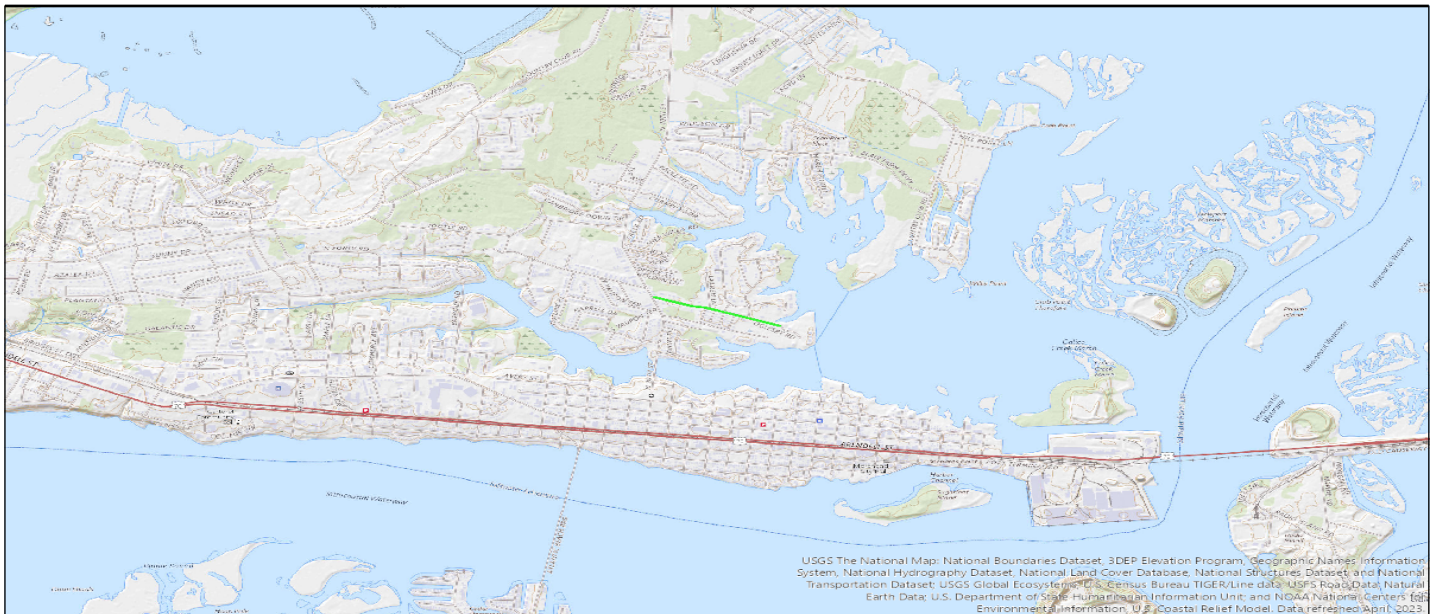
Construct sidewalk north of Oglesby Rd along full length of street.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data

Data:

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Morehead City
Right-of-Way % Acquired:	50
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.4
Number of Automatic POI:	11
Number of Manual POI:	25
Number of Existing or Committed Connections:	1
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	1389
Employees Within Buffer Area:	1125
Project Sponsor (Organization):	Town of Morehead City
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$180,000
Right-of-Way Cost:	\$43,000
Utilities Cost:	\$0
Construction Cost:	\$527,000
Total Project Cost (including PE/Design) - used for required match:	\$750,000
Total Project Cost (without PE/Design) - used for scoring:	\$570,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$570,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Improving the sidewalk network of Morehead City, specifically the residential area in the north of the town.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231728

Mode: Bicycle & Pedestrian

Status: Submitted

35th Street Sidewalk

From/Cross Street: Mandy Ln

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

To: SR 1177 (Country Club Rd)

Project Category: Division Needs

Length: 0.21588205

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$233,000

Description:

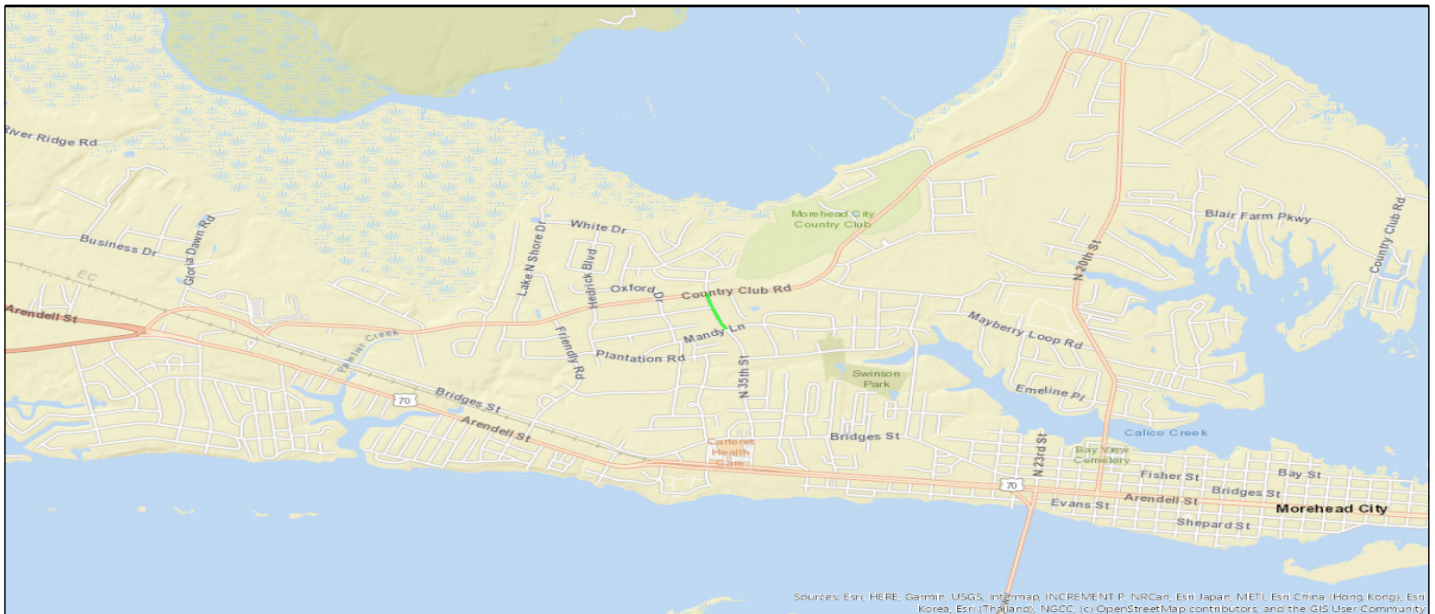
Construct sidewalk along one side of 35th Street between Mandy Ln and Country Club Rd.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data

Data:

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2011; Morehead City Bicycle Plan, 2007.
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Morehead City
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.4
Number of Automatic POI:	1
Number of Manual POI:	25
Number of Existing or Committed Connections:	1
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	1580
Employees Within Buffer Area:	1371
Project Sponsor (Organization):	Town of Morehead City
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$129,000
Right-of-Way Cost:	\$18,000
Utilities Cost:	\$0
Construction Cost:	\$215,000
Total Project Cost (including PE/Design) - used for required match:	\$362,000
Total Project Cost (without PE/Design) - used for scoring:	\$233,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$233,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: This corridor was identified by Morehead City as a deficiency in their sidewalk network. This project is a SPOT priority for the town.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231733

Mode: Bicycle & Pedestrian

Status: Submitted

Bridges St Sidewalk Bundle

From/Cross Street: 35th St

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

To: 4th St

Project Category: Division Needs

Length: 1.59338819

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,159,000

Description:

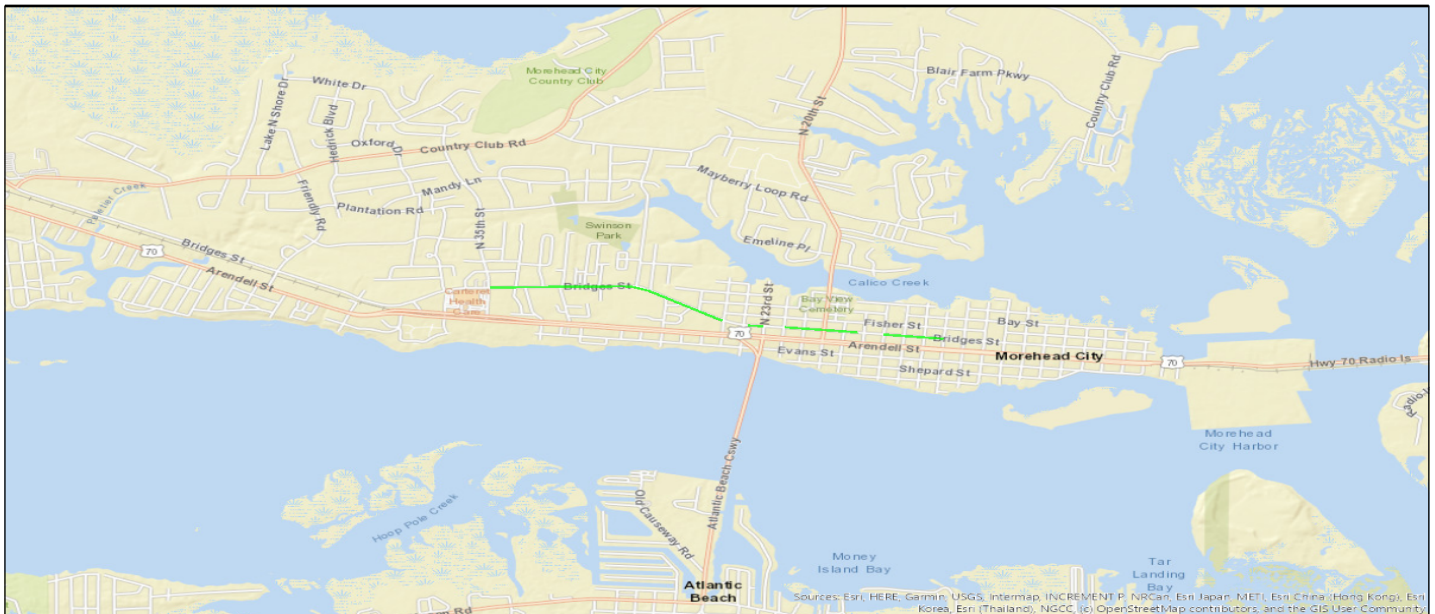
Install sidewalks along south side of Bridges St where currently missing

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret CTP; 2011; Morehead City Bicycle Plan, 2007
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Morehead City
Right-of-Way % Acquired:	50
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	9
Average Crash Severity:	16
Safety Risk Score:	0.41
Number of Automatic POI:	65
Number of Manual POI:	100
Number of Existing or Committed Connections:	13
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	2867
Employees Within Buffer Area:	2586
Project Sponsor (Organization):	Town of Morehead City
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$304,000
Right-of-Way Cost:	\$142,000
Utilities Cost:	\$0
Construction Cost:	\$2,017,000
Total Project Cost (including PE/Design) - used for required match:	\$2,463,000
Total Project Cost (without PE/Design) - used for scoring:	\$2,159,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,159,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership**Division**

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

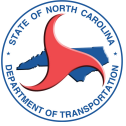
MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Filling in the gaps in the sidewalk along Bridges St, a key roadway in Morehead City, has been identified as an important project by Morehead City.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231734

Mode: Bicycle & Pedestrian

Status: Submitted

Country Club Rd MUP

From/Cross Street: West Haven Blvd

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

To: 35th Street

Project Category: Division Needs

Length: 1.3124631

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,046,000

Description:

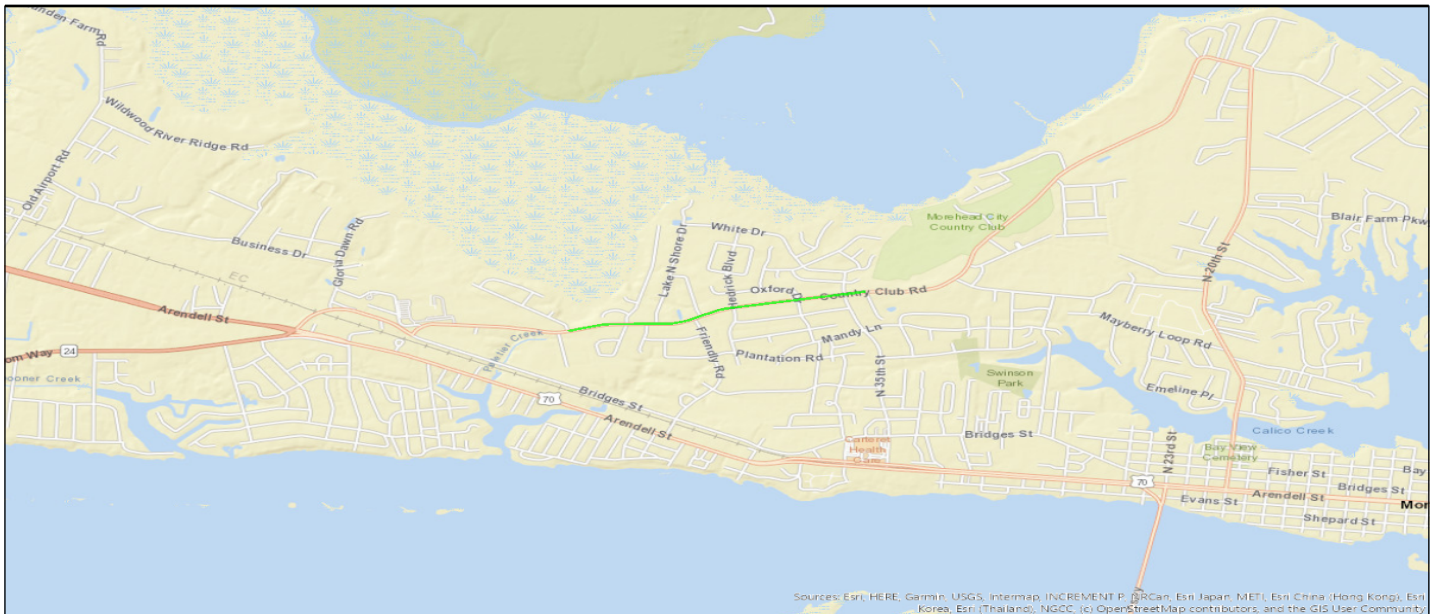
Create MUP along Country Club Rd between W Haven Blvd to 35th St. This project is complimentary to the West Carteret Loop which will also have been submitted for P7.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Morehead City Bicycle Plan, 2007; Carteret CTP, 2011.
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Morehead City
Right-of-Way % Acquired:	50
PE / Design % Completed:	0
Facility Type:	Shared-Use Path / Multi-Use Path
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.42
Number of Automatic POI:	70
Number of Manual POI:	55
Number of Existing or Committed Connections:	1
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	
Population Within Buffer Area:	8277
Employees Within Buffer Area:	7059
Project Sponsor (Organization):	Town of Morehead City
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$308,000
Right-of-Way Cost:	\$134,000
Utilities Cost:	\$0
Construction Cost:	\$2,912,000
Total Project Cost (including PE/Design) - used for required match:	\$3,354,000
Total Project Cost (without PE/Design) - used for scoring:	\$3,046,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3,046,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: This project was identified as a priority by the Carteret County Bike/Ped Committee as an important project. The project would improve Morehead City's bike/ped network.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231741

Mode: Bicycle & Pedestrian

Status: Submitted

Cape Carteret Pedestrian Improvements

From/Cross Street: Golfin' Dolphin Dr

Specific Improvement Type: 8 - Multi-Site Pedestrian Facility (Pedestrian)

To: SR 1259 (Taylor Notion Rd)

Project Category: Division Needs

Length:

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,046,000

Description:

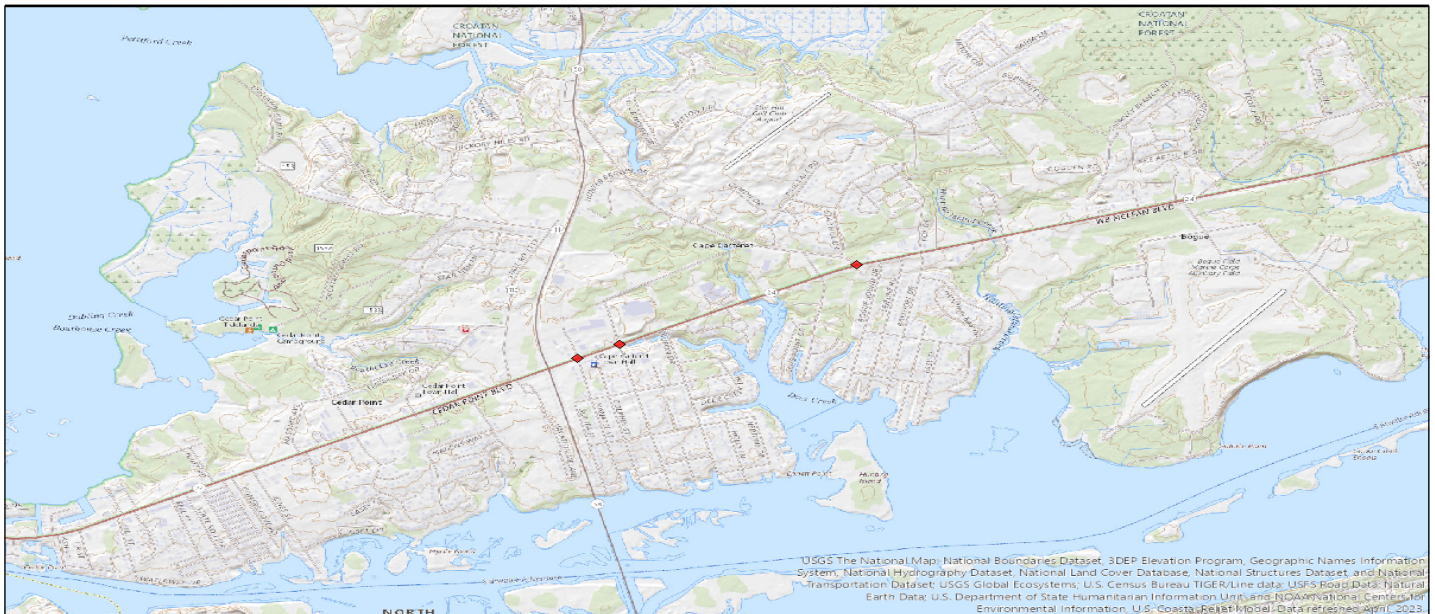
Create and improve pedestrian crossings of NC 24 at the following intersections: Golfin' Dolphin Dr/Manatee St, Enterprise Ave/Anita Forte Dr, Taylor Notion Rd.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data

Data:

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2011; Western Carteret Bike/Ped Plan (upcoming)
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Cape Carteret
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Crossing Island
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.42
Number of Automatic POI:	13
Number of Manual POI:	35
Number of Existing or Committed Connections:	3
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project connects to a designated route
Name of Designated Route:	Adjacent to the East Coast Greenway
Population Within Buffer Area:	623
Employees Within Buffer Area:	487
Project Sponsor (Organization):	Town of Cape Carteret
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$105,000
Right-of-Way Cost:	\$35,000
Utilities Cost:	\$0
Construction Cost:	\$1,011,000
Total Project Cost (including PE/Design) - used for required match:	\$1,151,000
Total Project Cost (without PE/Design) - used for scoring:	\$1,046,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,046,000
Source of Cost Estimation:	Cost Estimate Tool

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: This has been identified by Cape Carteret as a bike/ped priority. There will eventually be overall improvements to NC 24 through Cape Carteret. There is a feasibility study underway to improve safety and mobility in the town.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231743

Mode: Bicycle & Pedestrian

Status: Submitted

Bogue Banks NC 58 Pedestrian Improvements

From/Cross Street: Coast Guard Rd

Specific Improvement Type: 8 - Multi-Site Pedestrian Facility (Pedestrian)

To: Atlantic Beach Causeway

Project Category: Division Needs

Length:

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$9,497,000

Description:

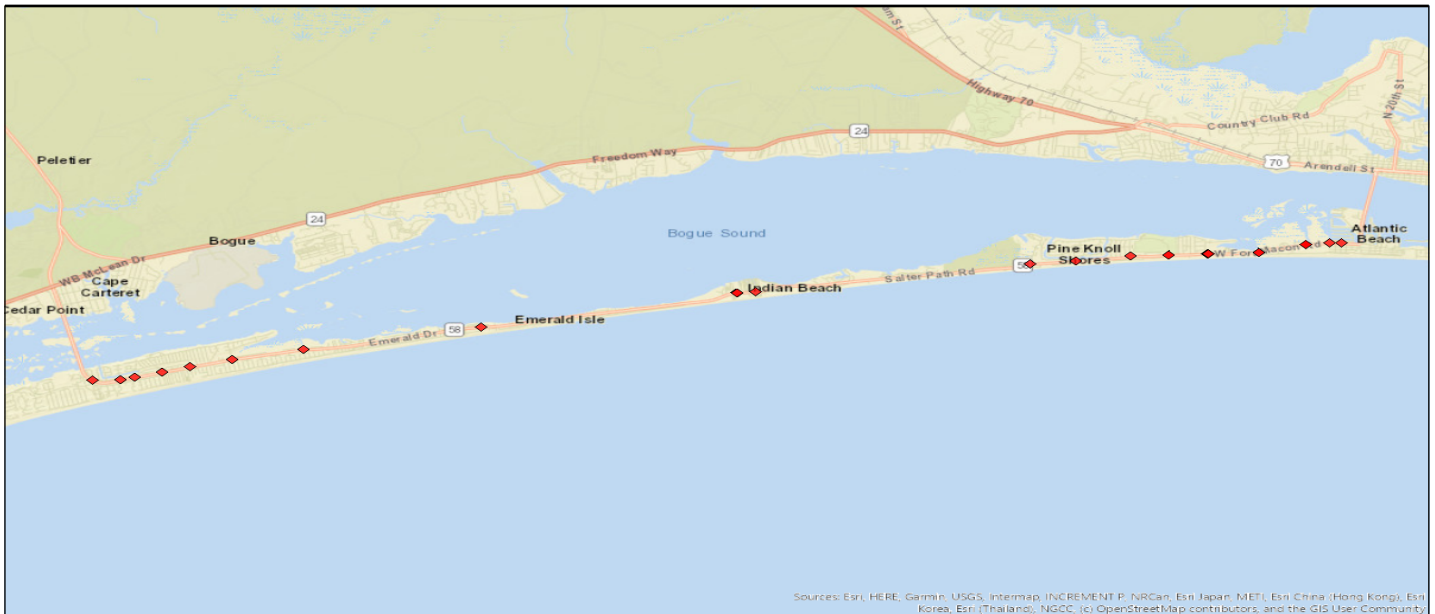
Improve pedestrian crossings at key intersections between Emerald Isle and Atlantic Beach.

Division(s): Division 2

County(s): Carteret

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

Project Location



Criteria Measures

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

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Carteret County CTP, 2011
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Carteret County
Right-of-Way % Acquired:	100
PE / Design % Completed:	0
Facility Type:	Accessible Pedestrian Signals
Bicycle and Pedestrian Crashes:	16
Average Crash Severity:	7
Safety Risk Score:	0.39
Number of Automatic POI:	40
Number of Manual POI:	150
Number of Existing or Committed Connections:	25
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project is on/improving a designated route
Name of Designated Route:	East Coast Greenway
Population Within Buffer Area:	1533
Employees Within Buffer Area:	1405
Project Sponsor (Organization):	Carteret County
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$380,000
Right-of-Way Cost:	\$317,000
Utilities Cost:	\$0
Construction Cost:	\$9,180,000
Total Project Cost (including PE/Design) - used for required match:	\$9,877,000
Total Project Cost (without PE/Design) - used for scoring:	\$9,497,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$9,497,000
Source of Cost Estimation:	Cost Estimation Tool

Project Ownership

Division

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

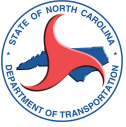
MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Identified as a key project by the Carteret County Bike/Ped Committee.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F192296

Mode: Ferry

Status: Submitted

Cherry Branch - Minnesott

Location: Cherry Branch Ferry Terminal

Specific Improvement Type: 13 - Other Terminal or Shipyard Infrastructure

Project Category:

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,000,000

Description:

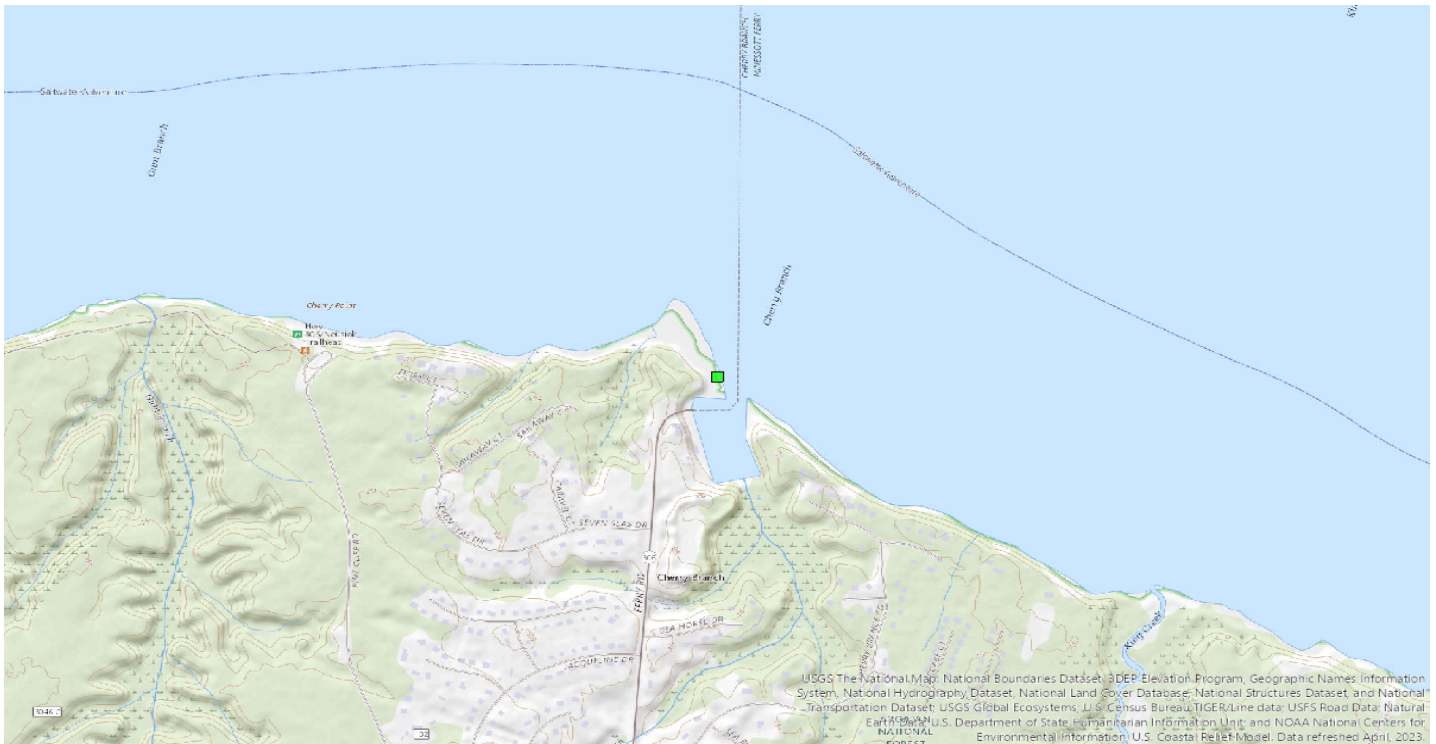
Project will be to replace the decrepit seawall at the Cherry Branch Ferry terminal. This will improve the safety of the structure and allow for safer operations of vessels as they traverse through the terminal

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Ferry Capital Plan
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (P6)

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$2,000,000
Total Project Cost:	\$2,000,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,000,000
Source of Cost Estimation:	Ferry Division Engineering Unit & Previous Project

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Project will be to replace the decrepit seawall at the Cherry Branch Ferry terminal. This will improve the safety of the structure and allow for safer operations of vessels as they traverse through the terminal

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231610

Mode: Ferry

Status: Submitted

Cherry Branch - Minnesott

Location: This replacement vessel is for the Minnesott Beach/Cherry Branch ferry route, which is in Pamlico and Craven Counties.

Specific Improvement Type: 4 - Replacement Vessel - River Class Ferry (like for like)

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$25,768,150

Description:

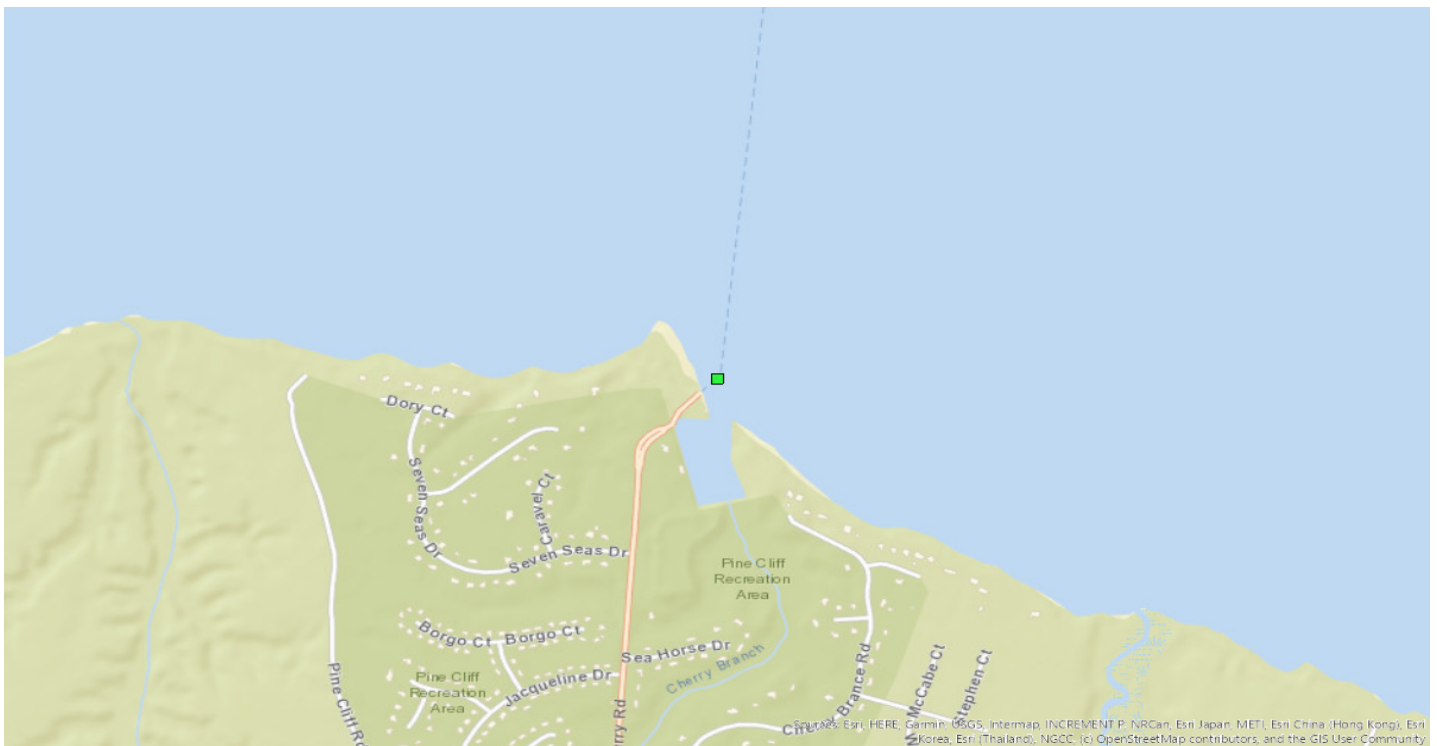
This project will replace an aging River Class vessel (M/V Lupton) for a new River vessel to increase safety, mobility and reliability.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$25,768,150
Total Project Cost:	\$25,768,150
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$25,768,150
Source of Cost Estimation:	Ferry Division Engineering Unit

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Maintaining the safety and reliability of the fleet for the ferry route is crucial for our regional transportation network, and that requires the occasional replacement of vessels.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231612

Mode: Ferry

Status: Submitted

Cherry Branch - Minnesott

Location: The ferry route runs between Minnesott Beach in Pamlico County and Cherry Branch in Craven County near Havelock.

Specific Improvement Type: 4 - Replacement Vessel - River Class Ferry (like for like)

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$25,768,160

Description:

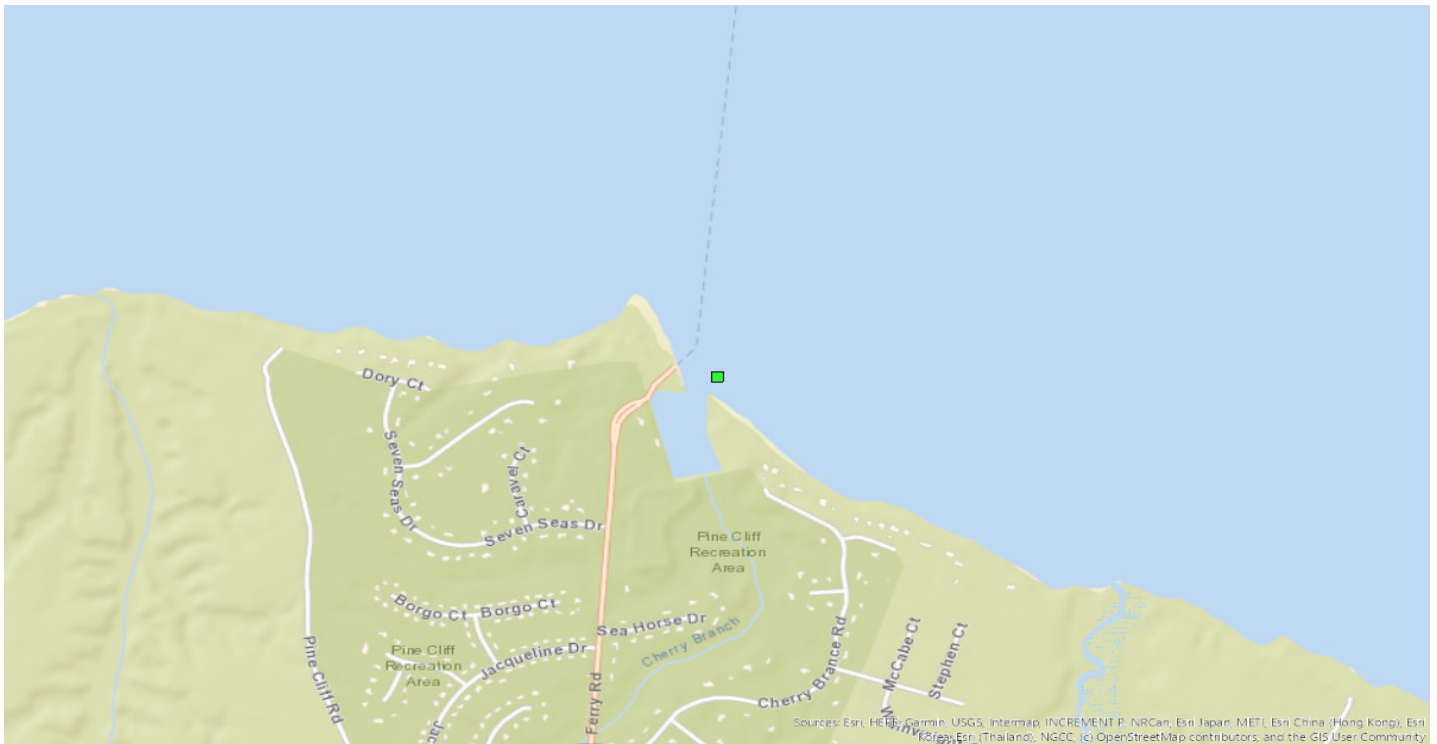
This project will replace an aging River Class vessel (M/V Neuse) for a new River vessel to increase safety, mobility and reliability.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$25,768,160
Total Project Cost:	\$25,768,160
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$25,768,160
Source of Cost Estimation:	Ferry Division Engineering Unit

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Maintain mobility and safety for the ferry route by replacing existing river class ferry vessel with new vessel.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231623

Mode: Ferry

Status: Submitted

Cherry Branch - Minnesott

Location: The Cherry Branch terminal is located east of Havelock in Craven County.

Specific Improvement Type: 13 - Other Terminal or Shipyard Infrastructure

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,631,000

Description:

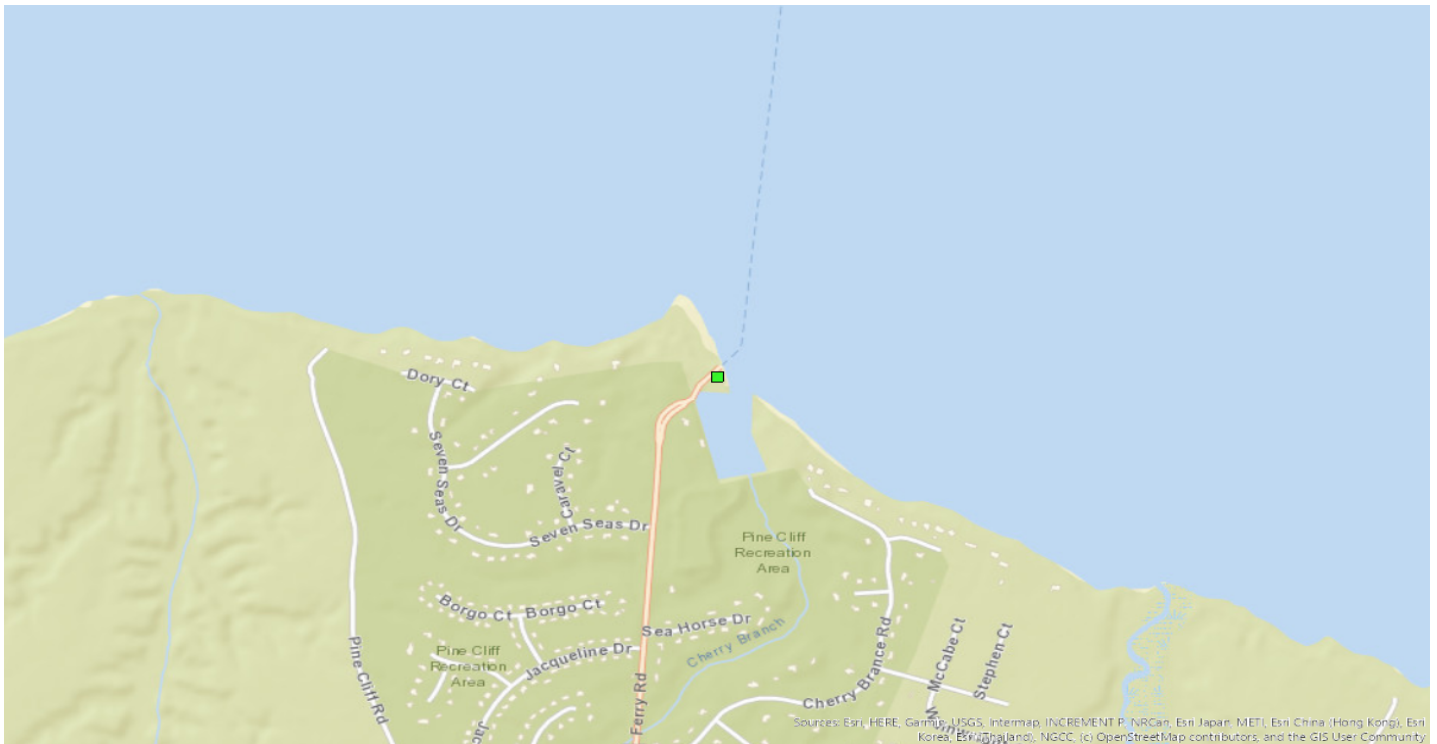
Project will be to replace the existing maintenance facility for a new building that is larger to accommodate increased working area, offices, storage, and repair equipment.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$1,631,000
Total Project Cost:	\$1,631,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,631,000
Source of Cost Estimation:	Mott MacDonald

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: The project will improve facilities at the Cherry Branch Terminal to maintain good maintenance and mobility of the ferry route.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231626

Mode: Ferry

Status: Submitted

Cedar Island – Ocracoke (Silver Lake)

Location: Cedar Island Station is on NC 12 at the far northeastern end of Carteret County.

Specific Improvement Type: 13 - Other Terminal or Shipyard Infrastructure

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$4,000,000

Description:

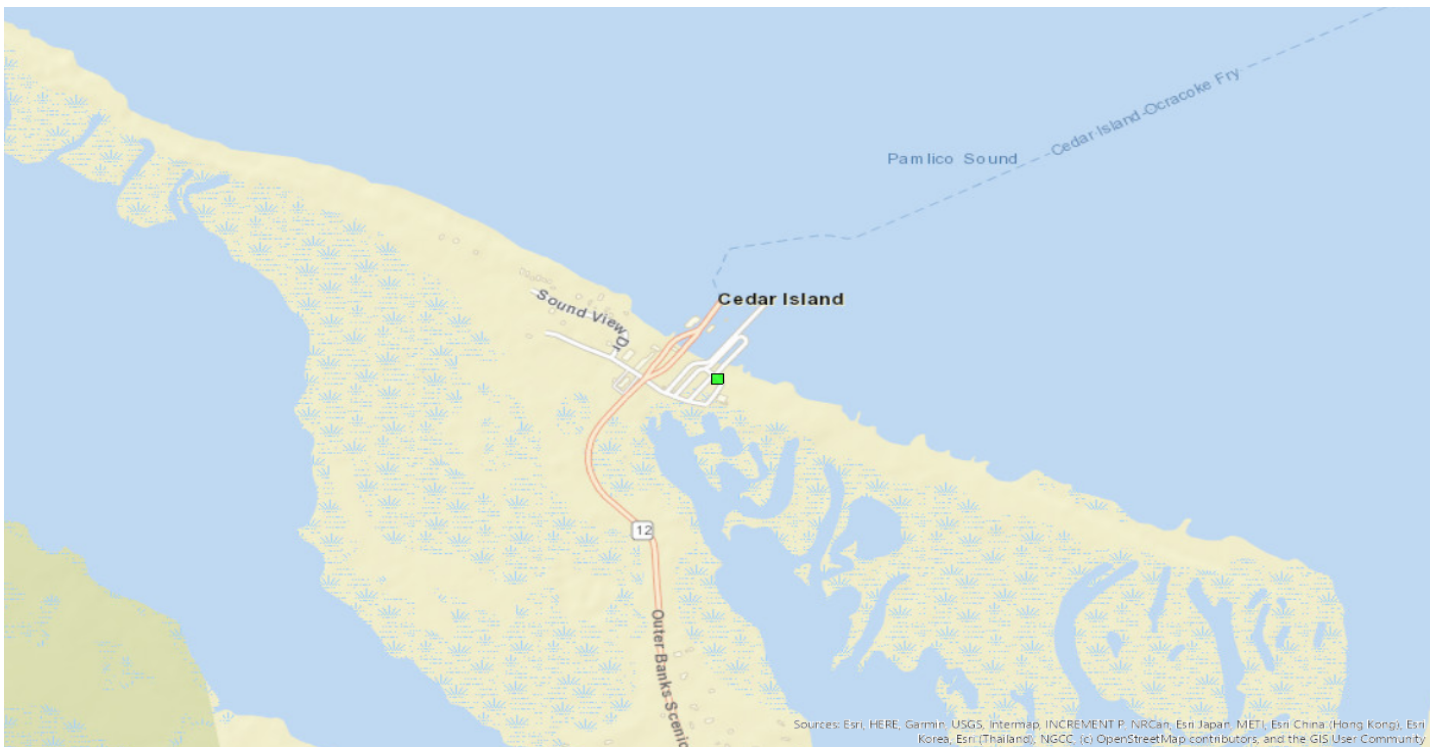
Passenger ferry infrastructure and improvements at the Cedar Island Basin to expand capacity.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$4,000,000
Total Project Cost:	\$4,000,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$4,000,000
Source of Cost Estimation:	Ferry Division Engineering Unit & Previous Project

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Expansion of terminal facility to allow for the acceptance and operation of the passenger ferry. Infrastructure construction and improvements on shoreside and in water.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231633

Mode: Ferry

Status: Submitted

Cedar Island – Ocracoke (Silver Lake)

Location: The Cedar Island-Ocracoke ferry route is in Hyde and Carteret Counties. It connects the southern Outer Banks to the mainland.

Specific Improvement Type: 9 - New Sound Class Vessel (to increase capacity)

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$45,094,280

Description:

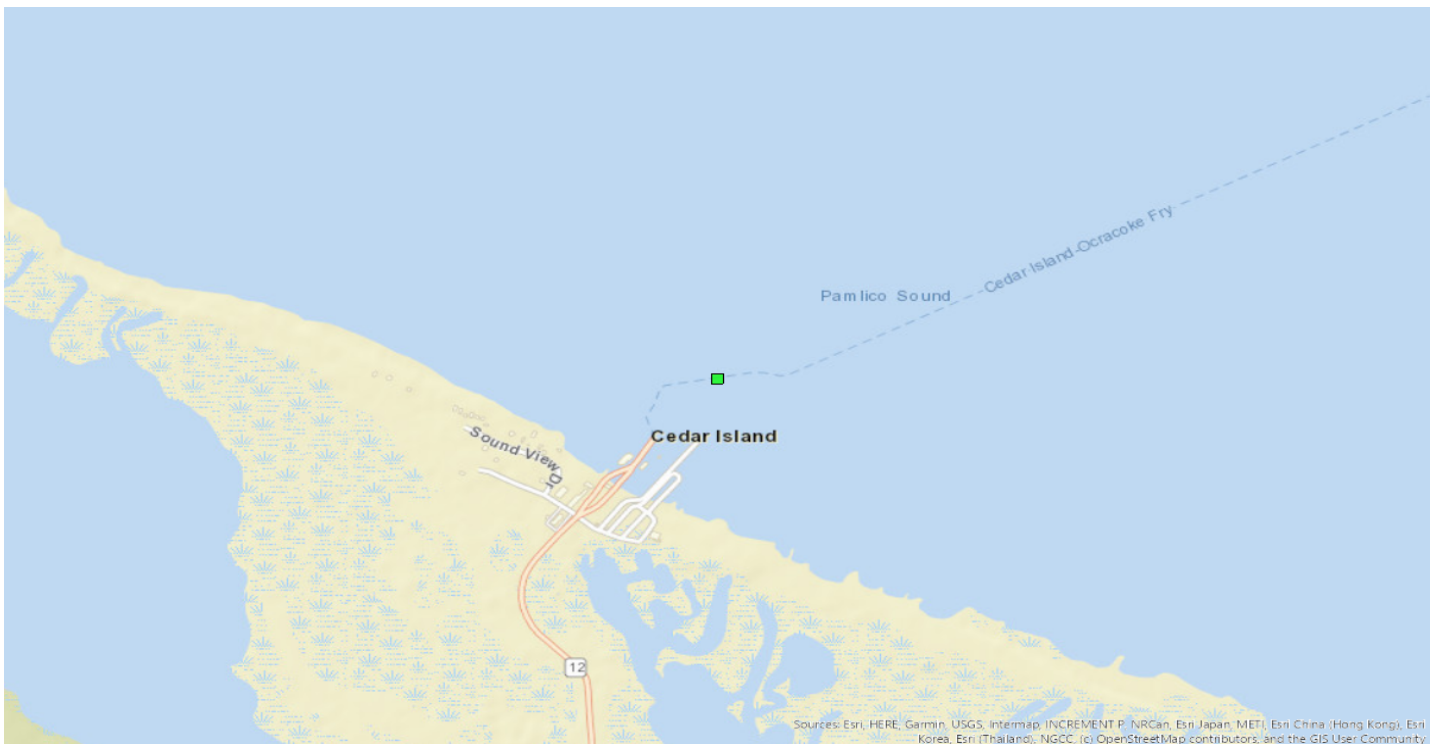
Project will add another Sound Class vessel to the fleet to increase capacity.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$45,094,280
Total Project Cost:	\$45,094,280
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$45,094,280
Source of Cost Estimation:	Ferry Division Engineering Unit

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Additional Sound Class vessel to increase capacity and improve safety, mobility, and reliability.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231635

Mode: Ferry

Status: Submitted

Cedar Island – Ocracoke (Silver Lake)

Location: The Cedar Island-Ocracoke ferry route is in Hyde and Carteret Counties. It connects the southern Outer Banks to the mainland.

Specific Improvement Type: 5 - Replacement Vessel - Sound Class Vessel (like for like)

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$45,094,280

Description:

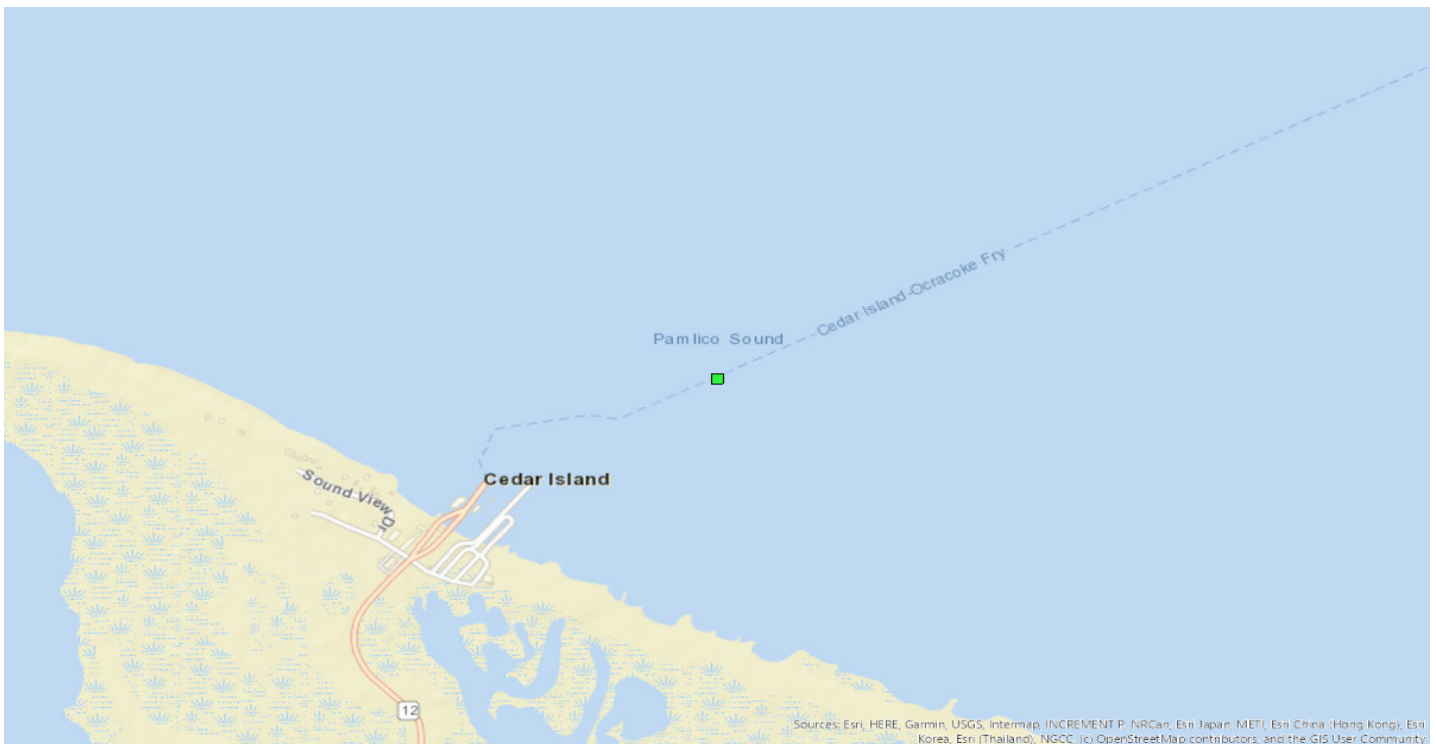
This project will replace an aging and Sound Class vessel (M/V Cedar Island) for a new Sound Class vessel to increase safety, mobility and reliability.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$45,094,280
Total Project Cost:	\$45,094,280
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$45,094,280
Source of Cost Estimation:	Ferry Division Engineering Unit

Project Ownership**Division**

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

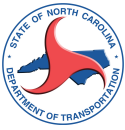
MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: This project will replace an aging and Sound Class vessel (M/V Cedar Island) for a new Sound Class vessel to increase safety, mobility and reliability.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231639

Mode: Ferry

Status: Submitted

Cedar Island – Ocracoke (Silver Lake)

Location: The Cedar Island-Ocracoke ferry route is in Hyde and Carteret Counties. It connects the southern Outer Banks to the mainland.

Specific Improvement Type: 5 - Replacement Vessel - Sound Class Vessel (like for like)

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$45,094,280

Description:

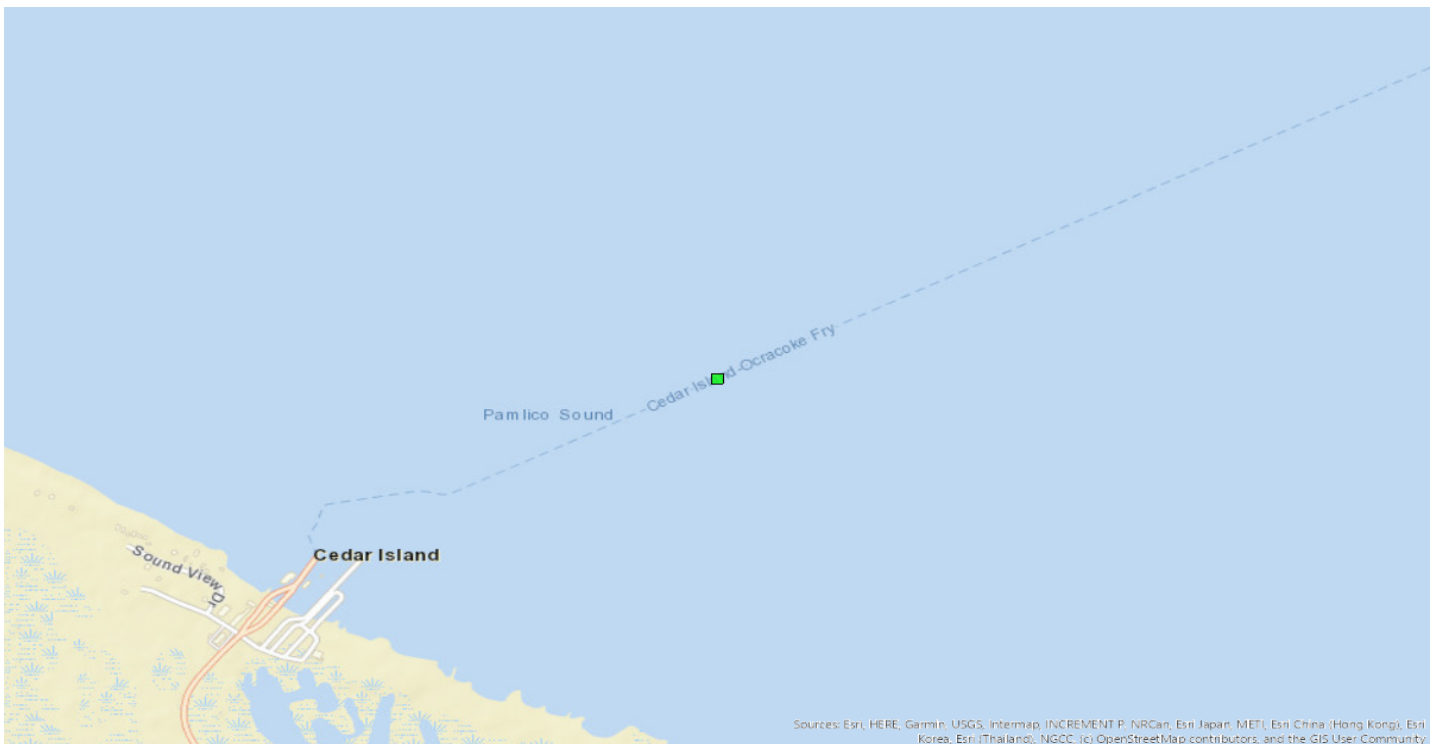
This project will replace an aging and Sound Class vessel (M/V Carteret) for a new Sound Class vessel to increase safety, mobility and reliability

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



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

Criteria Measures

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

Project Data

Data:

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$45,094,280
Total Project Cost:	\$45,094,280
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$45,094,280
Source of Cost Estimation:	Ferry Division Engineering Unit

Project Ownership**Division**

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

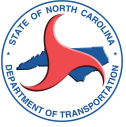
MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: To keep good maintenance and mobility for the ferry route by replacing the aging vessel with a new one.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231640

Mode: Ferry

Status: Submitted

Cedar Island – Ocracoke (Silver Lake)

Location: The Cedar Island-Ocracoke ferry route is in Hyde and Carteret Counties. It connects the southern Outer Banks to the mainland.

Specific Improvement Type: 5 - Replacement Vessel - Sound Class Vessel (like for like)

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$45,094,280

Description:

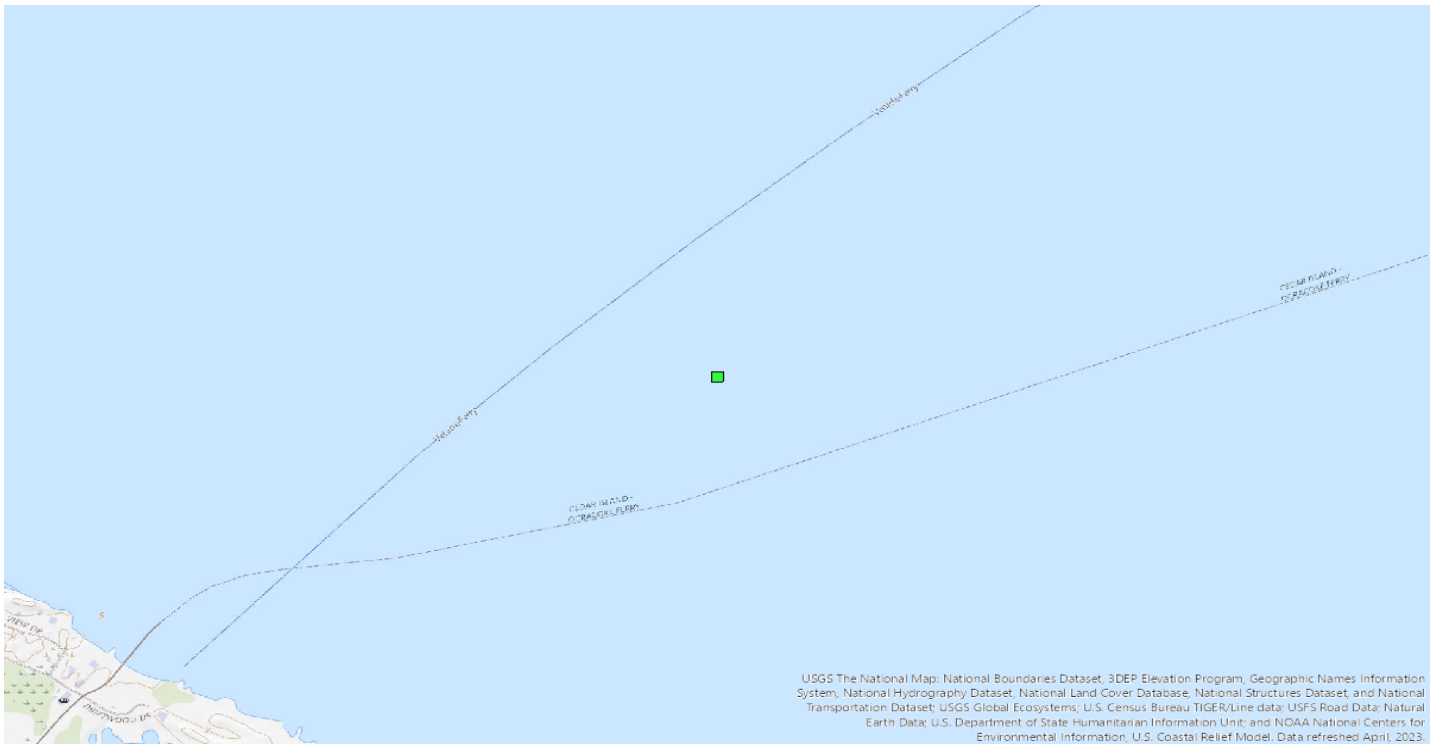
This project will replace an aging and Sound Class vessel (M/V Swan Quarter) for a new Sound Class vessel to increase safety, mobility and reliability.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$45,094,280
Total Project Cost:	\$45,094,280
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$45,094,280
Source of Cost Estimation:	Ferry Division Engineering Unit

Project Ownership**Division**

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: This project will replace an aging and Sound Class vessel (M/V Cedar Island) for a new Sound Class vessel to increase safety, mobility and reliability.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231641

Mode: Ferry

Status: Submitted

Cedar Island – Ocracoke (Silver Lake)

Location: The Cedar Island-Ocracoke ferry route is in Hyde and Carteret Counties. It connects the southern Outer Banks to the mainland.

Specific Improvement Type: 5 - Replacement Vessel - Sound Class Vessel (like for like)

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$45,094,280

Description:

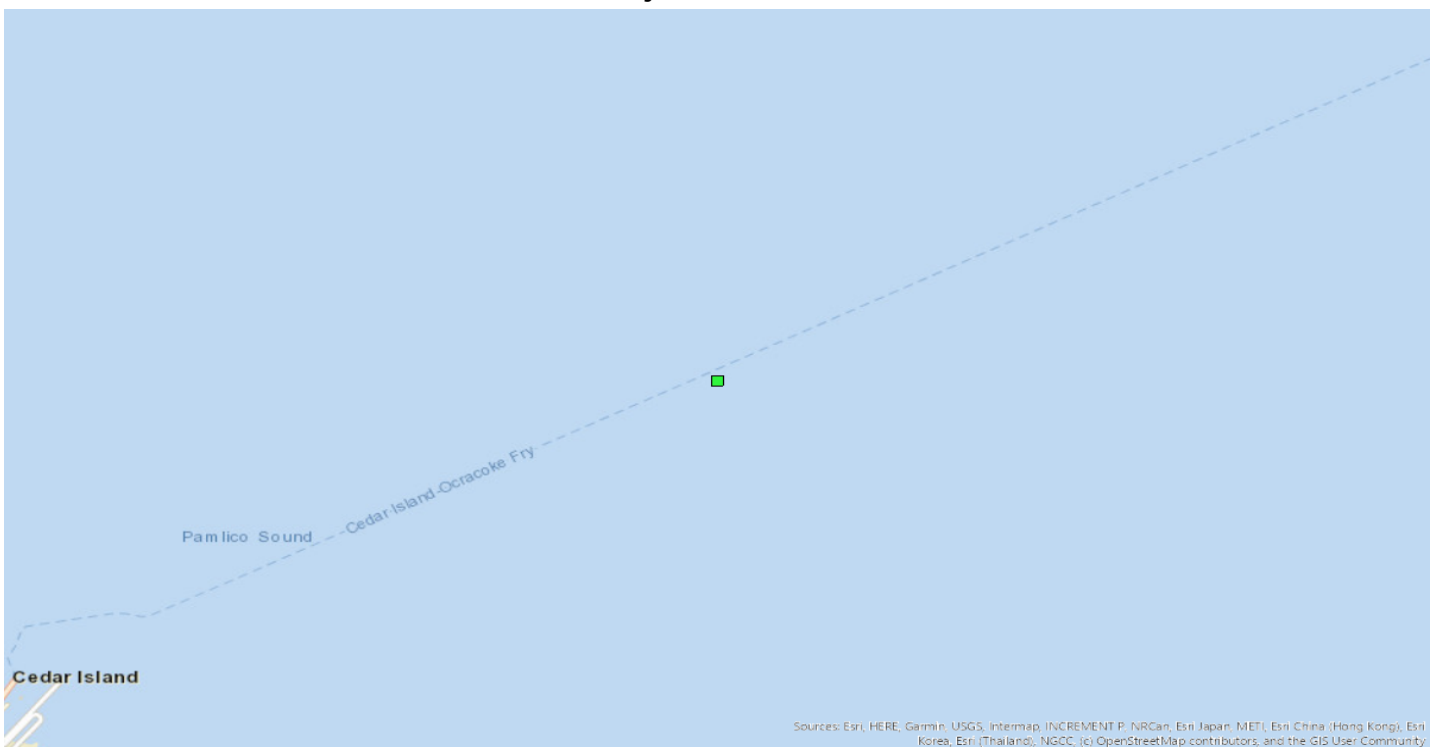
This project will replace an aging and Sound Class vessel (M/V Sea Level) for a new Sound Class vessel to increase safety, mobility and reliability.

Division(s) :

County(s) :

MPO(s)/RPO(s) :

Project Location



Criteria Measures

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

Project Data

Data:

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

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$45,094,280
Total Project Cost:	\$45,094,280
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$45,094,280
Source of Cost Estimation:	Ferry Division Engineering Unit

Project Ownership**Division**

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

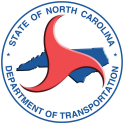
MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: This project will replace an aging and Sound Class vessel (M/V Sea Level) for a new Sound Class vessel to increase safety, mobility and reliability.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H090081-B

Mode: Highway

Status: Submitted

US-17 (New Route - New Bern Bypass)

From/Cross Street: US 70

Specific Improvement Type: 5 - Construct Roadway on New Location

To: US 17 (North)

Project Category: Statewide Mobility

Length: 9.98

TIP#: R-2301B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$387,816,000

Description:

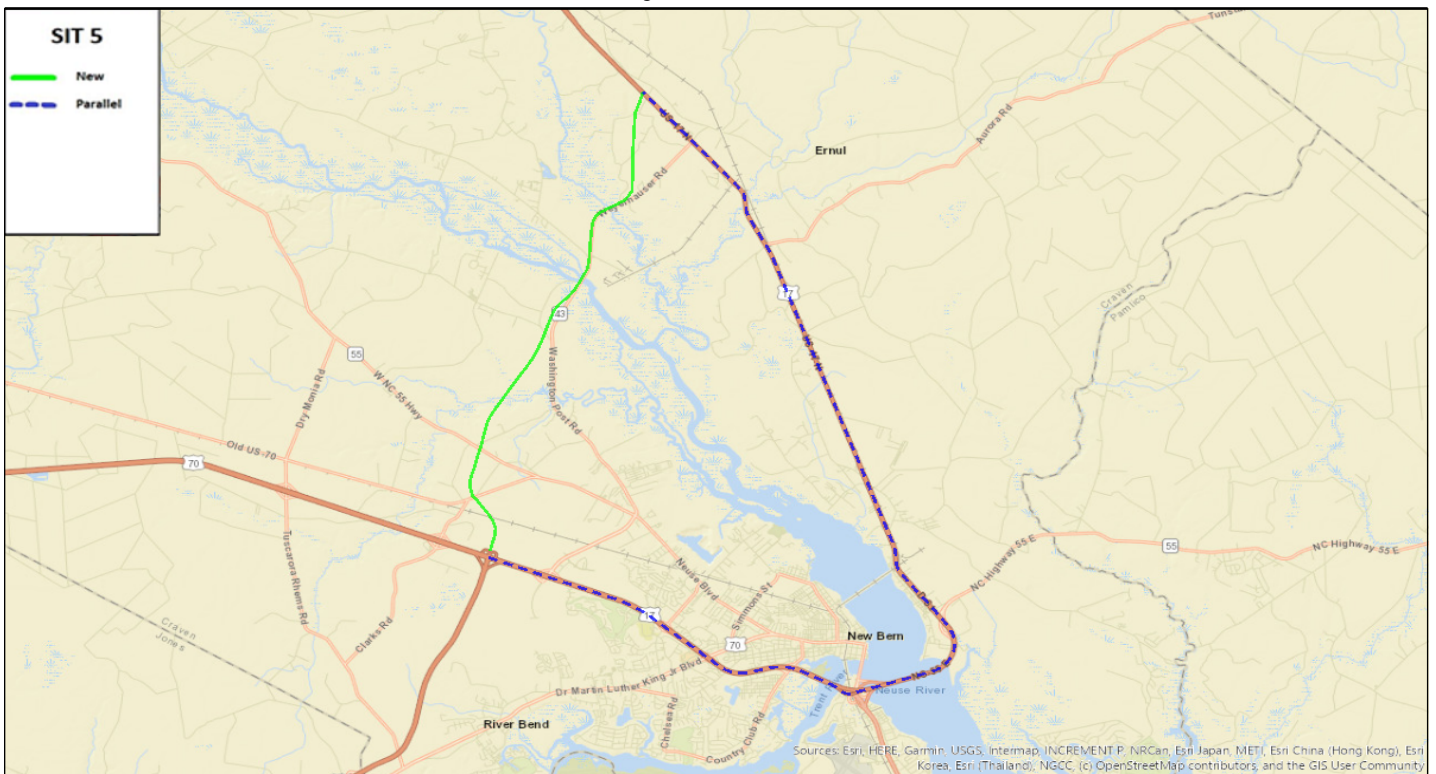
Construct Freeway on New Location.

Division(s): Division 2

County(s): Craven

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

Project Location



US-17 (New Route - New Bern Bypass)

SPOT ID: H090081-B

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	55
Length (miles):	21.5
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	18,258.88
Volume (PADT):	19,458.32
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	41,203.29
Volume (PADT)/Capacity Ratio:	0.47
% Autos:	91%
% Trucks:	9%
Truck Volume (AADTT):	1,590.35
Total Crashes:	876
Crash Density (seg):	1.15
Crash Severity (seg):	5.63
Critical Crash Rate (seg):	0.57
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	87

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	65
Length (miles):	9.98
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 2
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	68%	0	0
New Bern Area MPO	32%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$376,403,000	Cost Estimation Tool
Right-of-Way Cost:	\$9,924,000	Cost Estimation Tool
Utilities Cost:	\$1,489,000	Cost Estimation Tool
Total Project Cost:	\$387,816,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$387,816,000	

Project Purpose and Identified Needs**Primary Purpose:** TBD

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H090103-B

Mode: Highway

Status: Submitted

US-17

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

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1637 (Mill Pond Road)

Project Category: Statewide Mobility

Length: 3.24

TIP#: R-2513B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$64,226,000

Description:

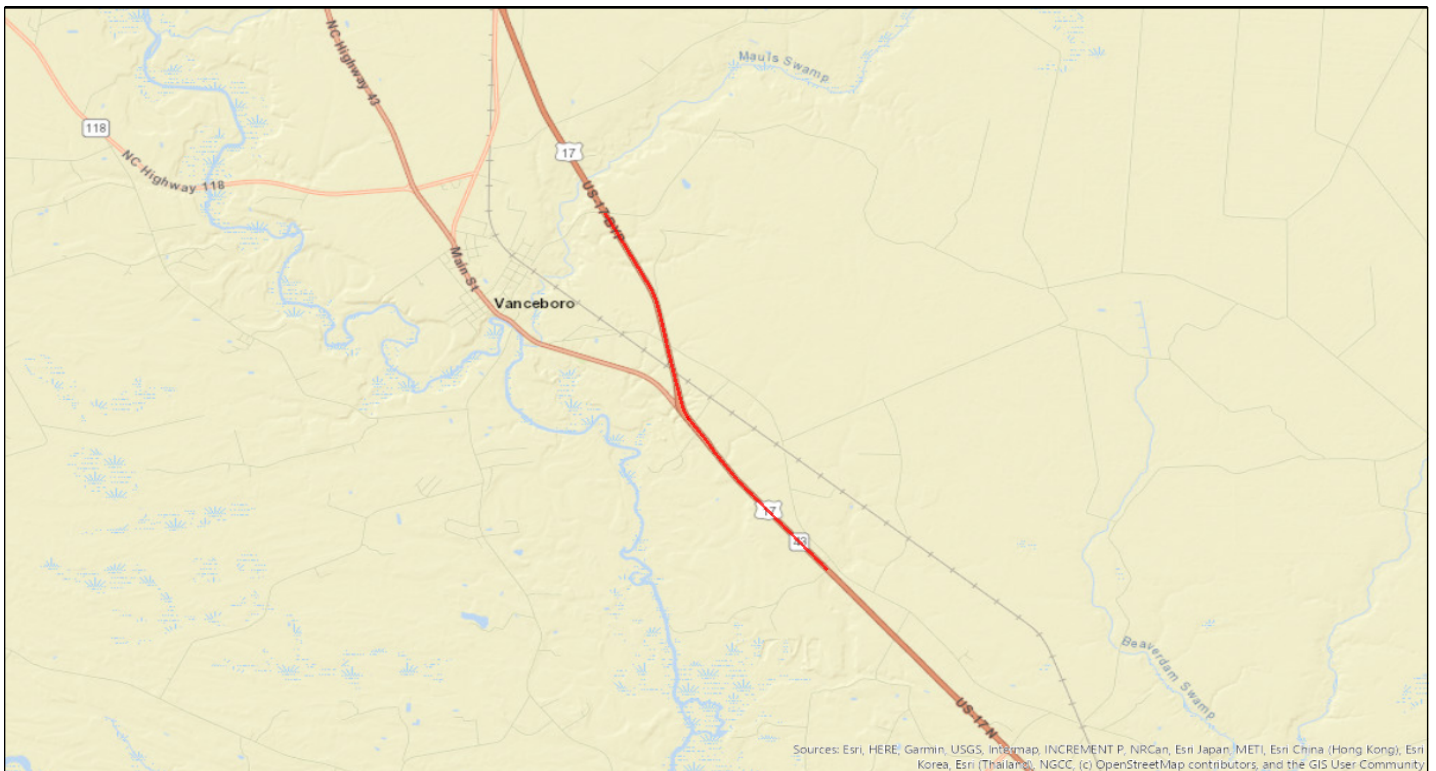
Widen to Multi-Lanes.

Division(s): Division 2

County(s): Craven

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

Project Location



US-17

SPOT ID: H090103-B

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.58	57.97
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.29	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	208	68.69
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	988.54	66.53
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)		0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	14	49.34

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	3.24
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	8,503.02
Volume (PADT):	9,496.19
Peak ADT (PADT) Factor:	1.12
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0.49
% Autos:	88%
% Trucks:	12%
Truck Volume (AADTT):	1,041.62
Total Crashes:	80
Crash Density (seg):	1.63
Crash Severity (seg):	4.36
Critical Crash Rate (seg):	0.71
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	85

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46'' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	3.24
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 2
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$60,135,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,557,000	Cost Estimation Tool
Utilities Cost:	\$534,000	Cost Estimation Tool
Total Project Cost:	\$64,226,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$64,226,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H090103-C

Mode: Highway

Status: Submitted

US-17

From/Cross Street: SR 1637 (Mill Pond Road)
To: SR 1646 (Mile Road)
Length: 2.17

Specific Improvement Type: 1 - Widen Existing Roadway
Project Category: Statewide Mobility
TIP#: R-2513C

Fully Funded in Draft STIP? No

Cost to NCDOT: \$43,246,000

Description:

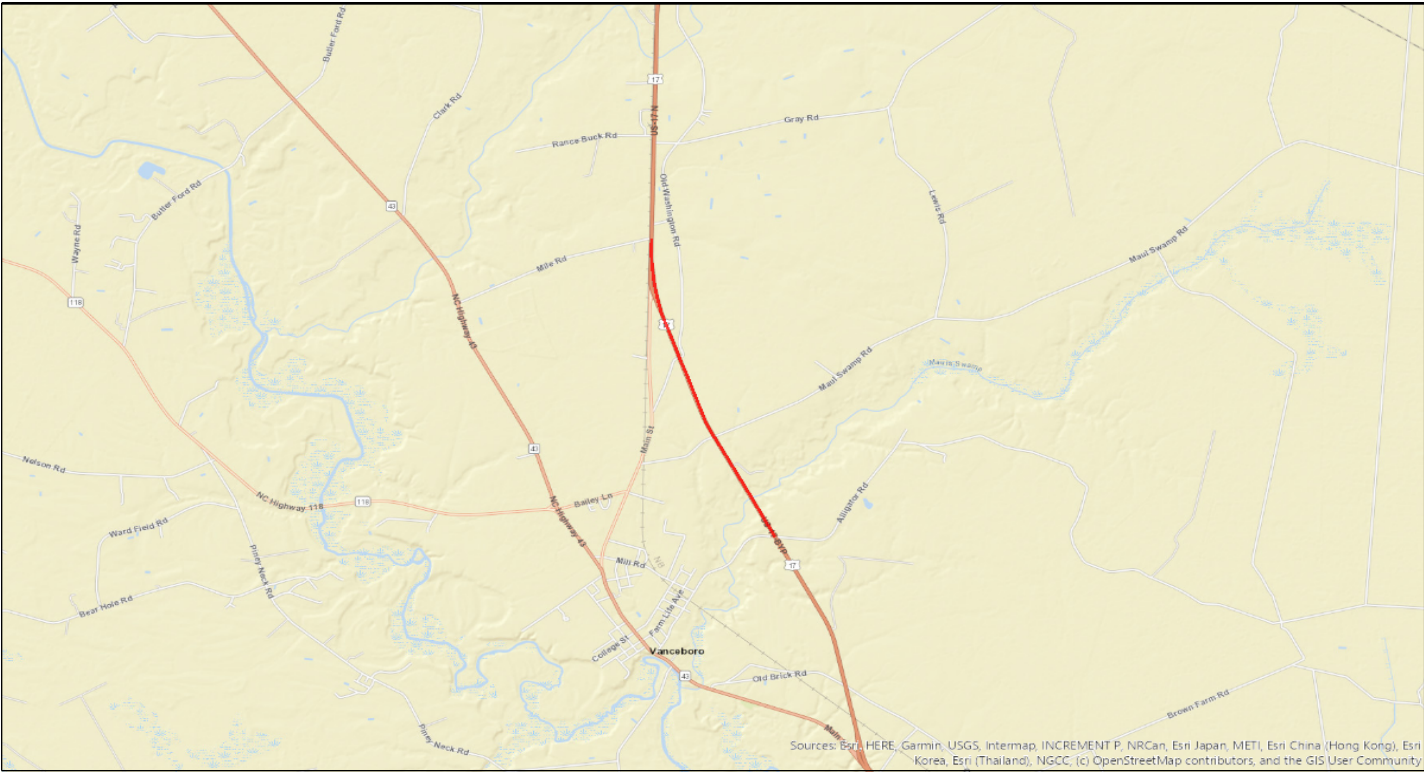
Widen to Multi-Lanes.

Division(s): Division 2

County(s): Craven

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

Project Location



US-17

SPOT ID: H090103-C

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.42	38.79
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.27	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	208	68.69
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	779.45	56.64
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	2	43.2
Pavement Condition	Pavement Condition Rating (100%)	8	31.81

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	2.17
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	5,960.92
Volume (PADT):	6,915.23
Peak ADT (PADT) Factor:	1.16
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0.36
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	834.53
Total Crashes:	63
Crash Density (seg):	1.13
Crash Severity (seg):	5.61
Critical Crash Rate (seg):	0.56
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	85

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (4' depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	2.17
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 2
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$40,276,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,583,000	Cost Estimation Tool
Utilities Cost:	\$387,000	Cost Estimation Tool
Total Project Cost:	\$43,246,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$43,246,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H090103-D

Mode: Highway

Status: Submitted

US-17

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

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

Length: 3.95

Specific Improvement Type: 1 - Widen Existing Roadway

Project Category: Statewide Mobility

TIP#: R-2513D

Fully Funded in Draft STIP? No

Cost to NCDOT: \$83,259,000

Description:

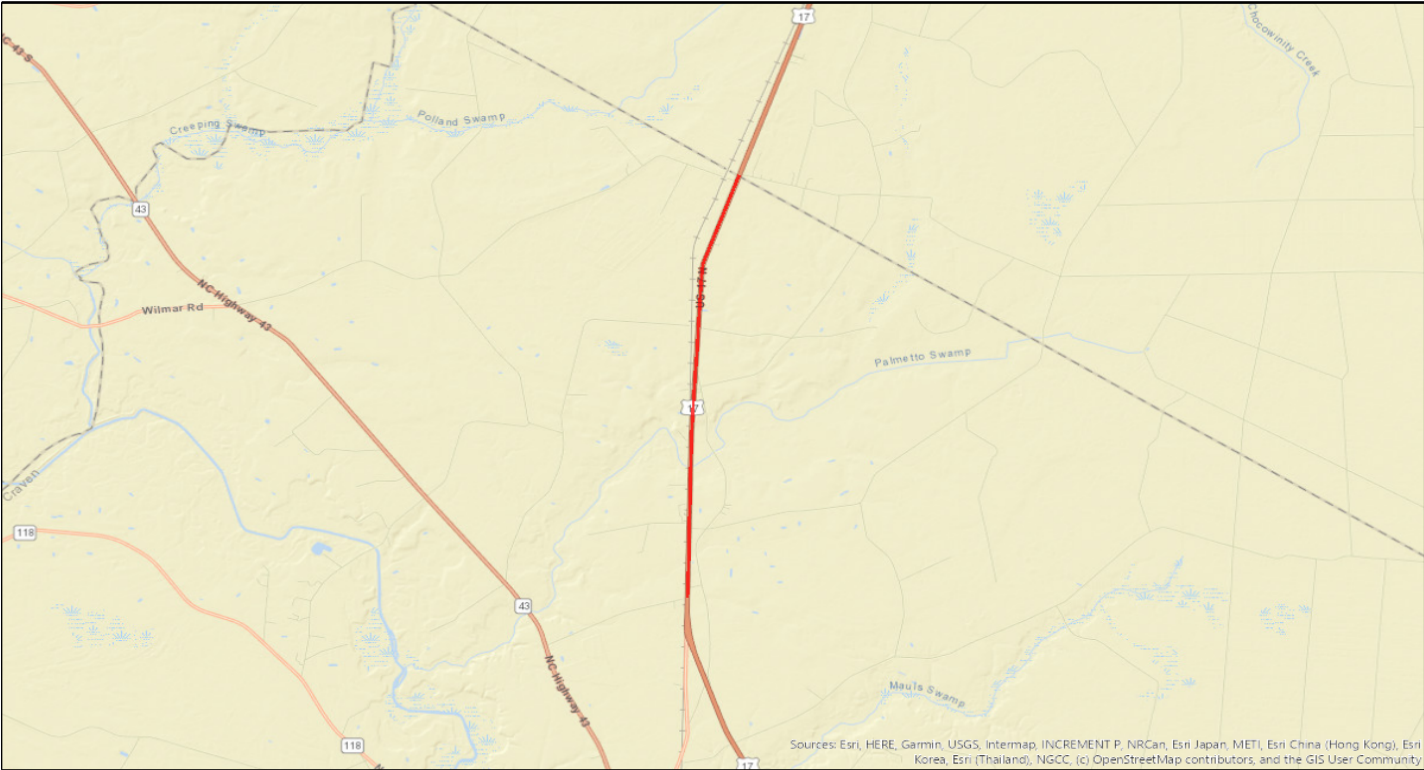
Widen to Multi-Lanes.

Division(s): Division 2

County(s): Craven, Beaufort

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

Project Location



US-17

SPOT ID: H090103-D

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.42	38.79
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.99	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	208	68.69
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	729.28	54.24
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	20	61.85

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	3.95
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	6,086.04
Volume (PADT):	6,786.04
Peak ADT (PADT) Factor:	1.12
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0.35
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	835.61
Total Crashes:	68
Crash Density (seg):	1.16
Crash Severity (seg):	5.43
Critical Crash Rate (seg):	0.55
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (4' depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	3.95
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 2
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$73,313,000	Cost Estimation Tool
Right-of-Way Cost:	\$8,649,000	Cost Estimation Tool
Utilities Cost:	\$1,297,000	Cost Estimation Tool
Total Project Cost:	\$83,259,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$83,259,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H090128-CA

Mode: Highway

Status: Submitted

I-42, US-70

From/Cross Street: US 70 East of NC 58

Specific Improvement Type: 3 - Upgrade Expressway to Freeway

To: East of SR 1002 (Wyse Fork Road)

Project Category: Statewide Mobility

Length: 2.88

TIP#: R-2553D

Fully Funded in Draft STIP? No

Cost to NCDOT: \$105,047,000

Description:

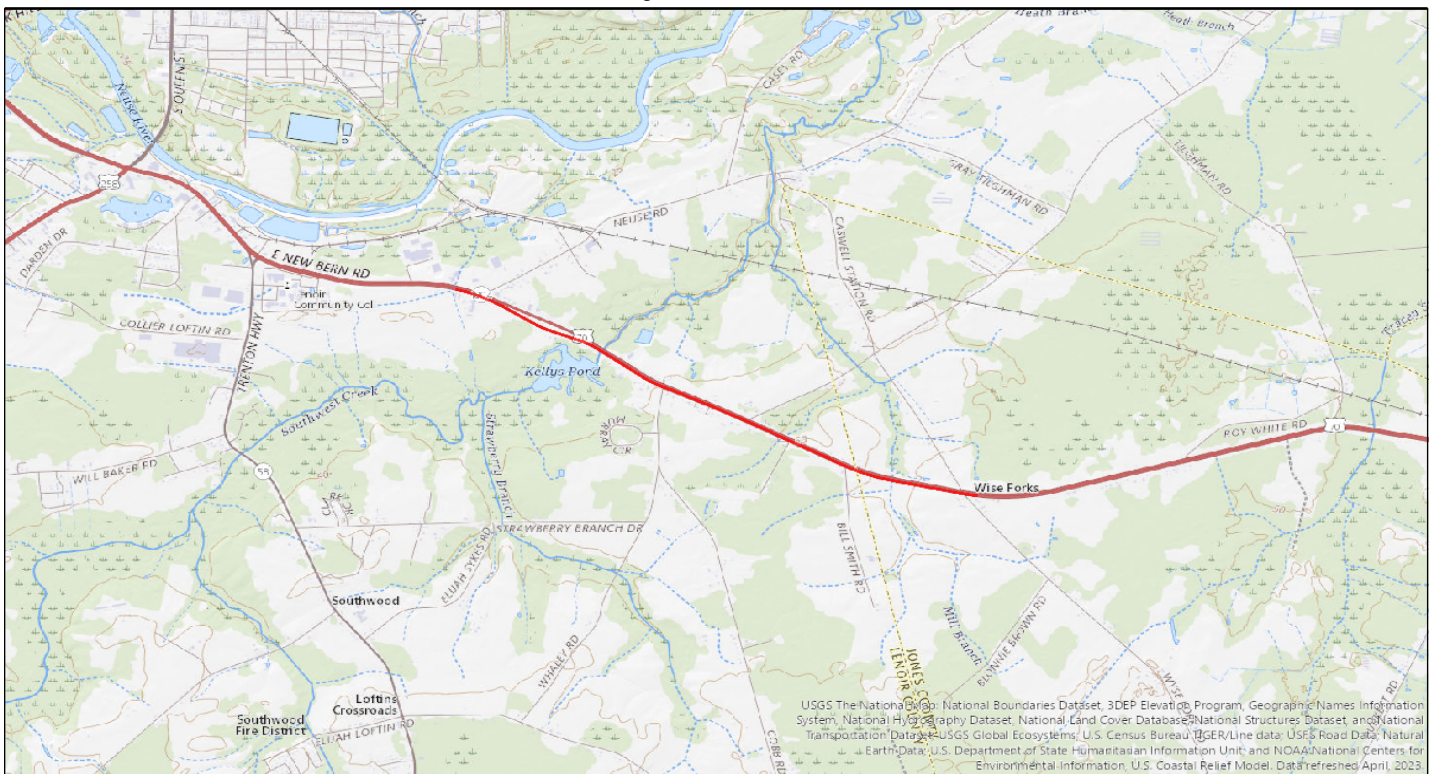
Upgrade Roadway to Freeway.

Division(s): Division 2

County(s): Lenoir, Jones

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

Project Location



I-42, US-70

SPOT ID: H090128-CA

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.22	15.03
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.66	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	291	89.87
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	2,039.21	81.81
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)		0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	34	85.29

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	58
Length (miles):	2.88
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	14,860.9
Volume (PADT):	17,185.74
Peak ADT (PADT) Factor:	1.16
Capacity (vpd):	66,446.79
Volume (PADT)/Capacity Ratio:	0.26
% Autos:	85%
% Trucks:	15%
Truck Volume (AADTT):	2,242.51
Total Crashes:	95
Crash Density (seg):	0.5
Crash Severity (seg):	6.28
Critical Crash Rate (seg):	0.38
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	

Project Benefits

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

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$94,100,000	Cost Estimation Tool
Right-of-Way Cost:	\$9,519,000	Cost Estimation Tool
Utilities Cost:	\$1,428,000	Cost Estimation Tool
Total Project Cost:	\$105,047,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$105,047,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H090128-CB

Mode: Highway

Status: Submitted

I-42, US-70

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

Specific Improvement Type: 3 - Upgrade Expressway to Freeway

To: Existing Freeway near Dover

Project Category: Statewide Mobility

Length: 3.28

TIP#: R-2553E

Fully Funded in Draft STIP? No

Cost to NCDOT: \$109,316,000

Description:

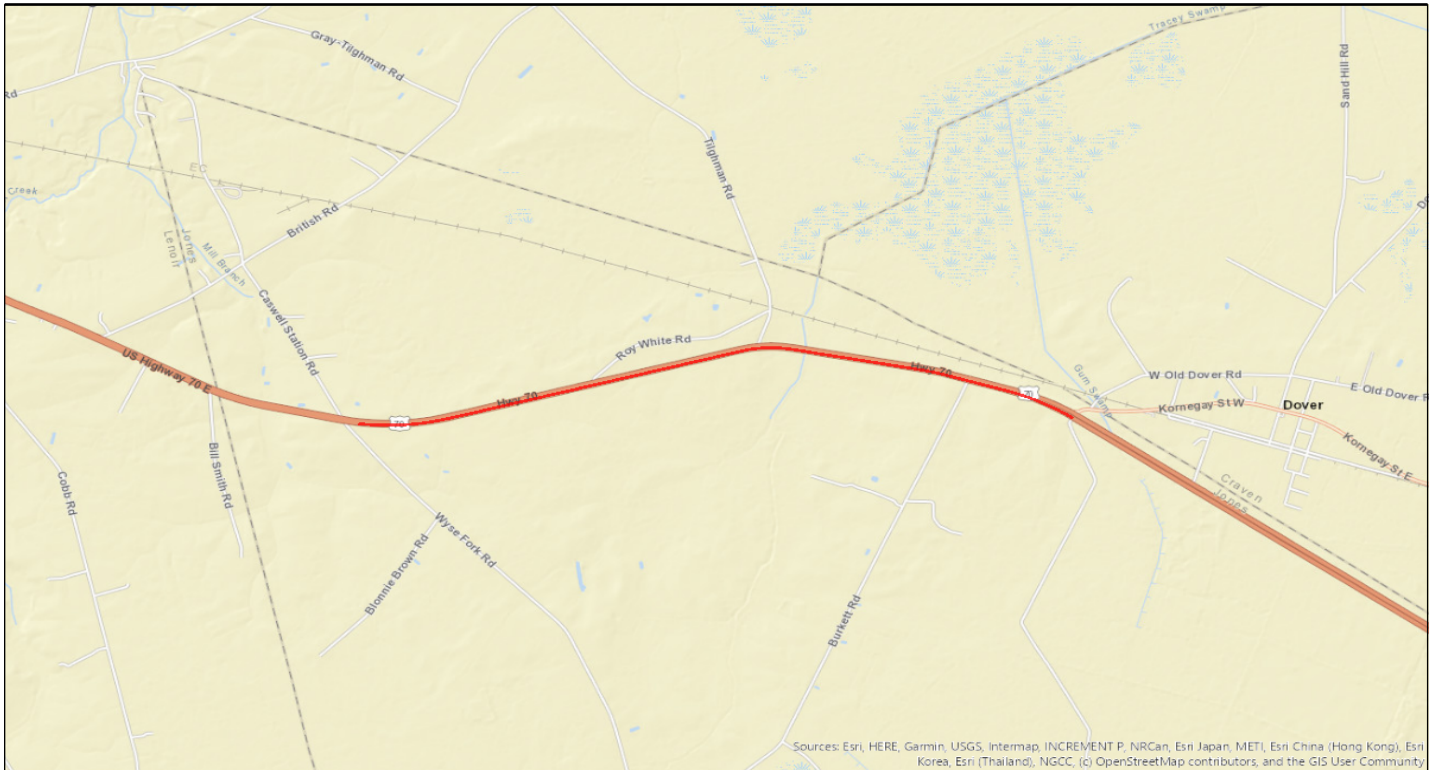
Upgrade Roadway to Freeway.

Division(s): Division 2

County(s): Jones

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

Project Location



I-42, US-70

SPOT ID: H090128-CB

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.2	12.96
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.08	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	267	83.89
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,818.75	79.98
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)		0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	13	46.78

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	70
Length (miles):	3.28
Facility Type:	Freeway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	13,945.01
Volume (PADT):	15,945.01
Peak ADT (PADT) Factor:	1.14
Capacity (vpd):	65,500
Volume (PADT)/Capacity Ratio:	0.24
% Autos:	85%
% Trucks:	15%
Truck Volume (AADTT):	2,088.96
Total Crashes:	109
Crash Density (seg):	1.22
Crash Severity (seg):	6.98
Critical Crash Rate (seg):	0.87
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	3.28
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Kinston CTP 2007
Submitted by:	Division 2
Original Submitter:	Eastern Carolina RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$105,283,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,507,000	Cost Estimation Tool
Utilities Cost:	\$526,000	Cost Estimation Tool
Total Project Cost:	\$109,316,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$109,316,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Modernization

SPOT ID: H090300-A

Mode: Highway

Status: Submitted

NC-12, US-70

From/Cross Street: SR 1429 (Olga Road)

Specific Improvement Type: 16 - Modernize Roadway

To: SR 1350 (Whitehurst Road)

Project Category: Regional Impact

Length: 8.85

TIP#: R-4746

Fully Funded in Draft STIP? No

Cost to NCDOT: \$32,284,000

Description:

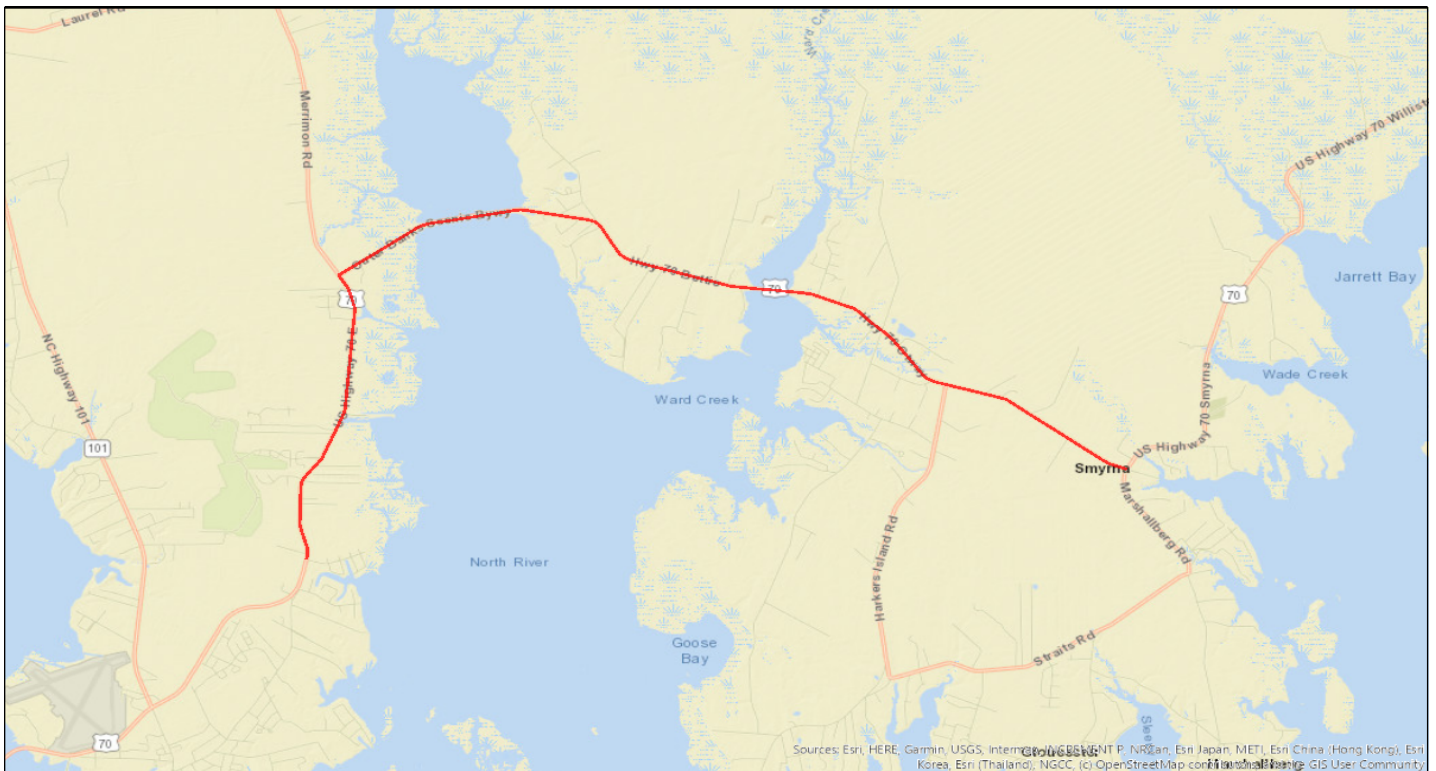
Upgrade Existing Roadway.

Division(s): Division 2

County(s): Carteret

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

Project Location



NC-12, US-70

SPOT ID: H090300-A

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.6	59.72
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.93	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	476.39	36.54
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	0	0

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	53
Length (miles):	8.85
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	8,676.35
Volume (PADT):	9,001.35
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	17,486.46
Volume (PADT)/Capacity Ratio:	0.51
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	455.51
Total Crashes:	278
Crash Density (seg):	1.79
Crash Severity (seg):	6.33
Critical Crash Rate (seg):	0.76
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	97

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	8.85
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP 2015
Submitted by:	Division 2
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$32,100,000	Cost Estimation Tool
Right-of-Way Cost:	\$184,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$32,284,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$32,284,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H141009

Mode: Highway

Status: Submitted

US-70 (ARENDELL STREET)

From/Cross Street: 4th Street

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1175 (Radio Island Road)

Project Category: Statewide Mobility

Length: 1.37

TIP#: U-5876

Fully Funded in Draft STIP? No

Cost to NCDOT: \$227,797,000

Description:

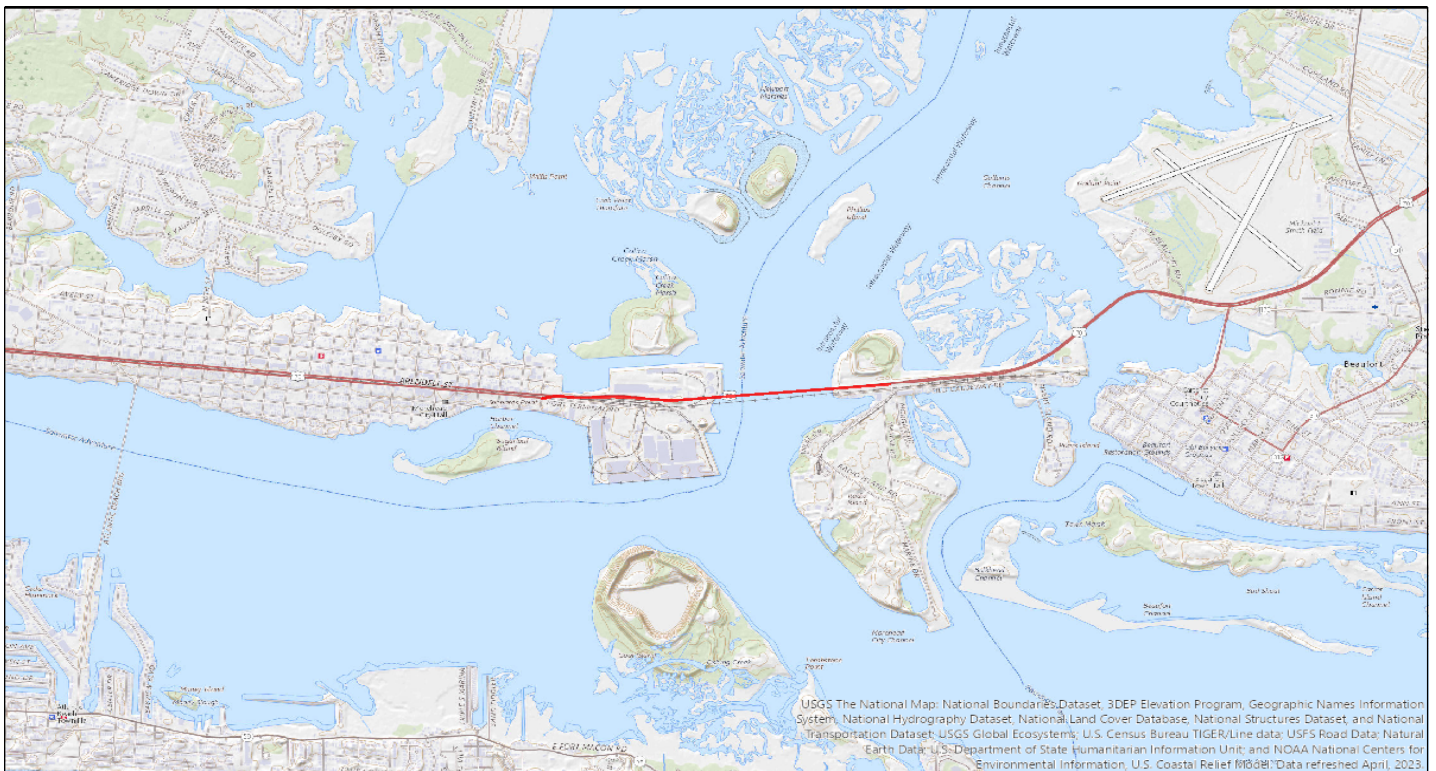
4TH STREET TO SR 1175 (RADIO ISLAND ROAD). WIDEN TO MULTI-LANES.

Division(s): Division 2

County(s): Carteret

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

Project Location



US-70 (ARENDELL STREET)

SPOT ID: H141009

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	43
Length (miles):	1.37
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	21,000
Volume (PADT):	22,000
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	14,741.15
Volume (PADT)/Capacity Ratio:	1.49
% Autos:	98%
% Trucks:	2%
Truck Volume (AADTT):	510.3
Total Crashes:	218
Crash Density (seg):	0.35
Crash Severity (seg):	5.24
Critical Crash Rate (seg):	0.35
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	Yes
Pavement Condition Rating:	78

Project Benefits

Project Cross-Section:	4B - 4 Lane Divided (23' Raised Median) with Paved Shoulders and Sidewalks
Speed Limit (mph):	55
Length (miles):	1.37
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 2
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$114,375,000	Cost Estimation Tool
Right-of-Way Cost:	\$98,628,000	Cost Estimation Tool
Utilities Cost:	\$14,794,000	Cost Estimation Tool
Total Project Cost:	\$227,797,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$227,797,000	

Project Purpose and Identified Needs**Primary Purpose:** TBD

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H150522

Mode: Highway

Status: Submitted

US-70 (Cedar Street)

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

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#: R-5962

Fully Funded in Draft STIP? No

Cost to NCDOT: \$5,424,000

Description:

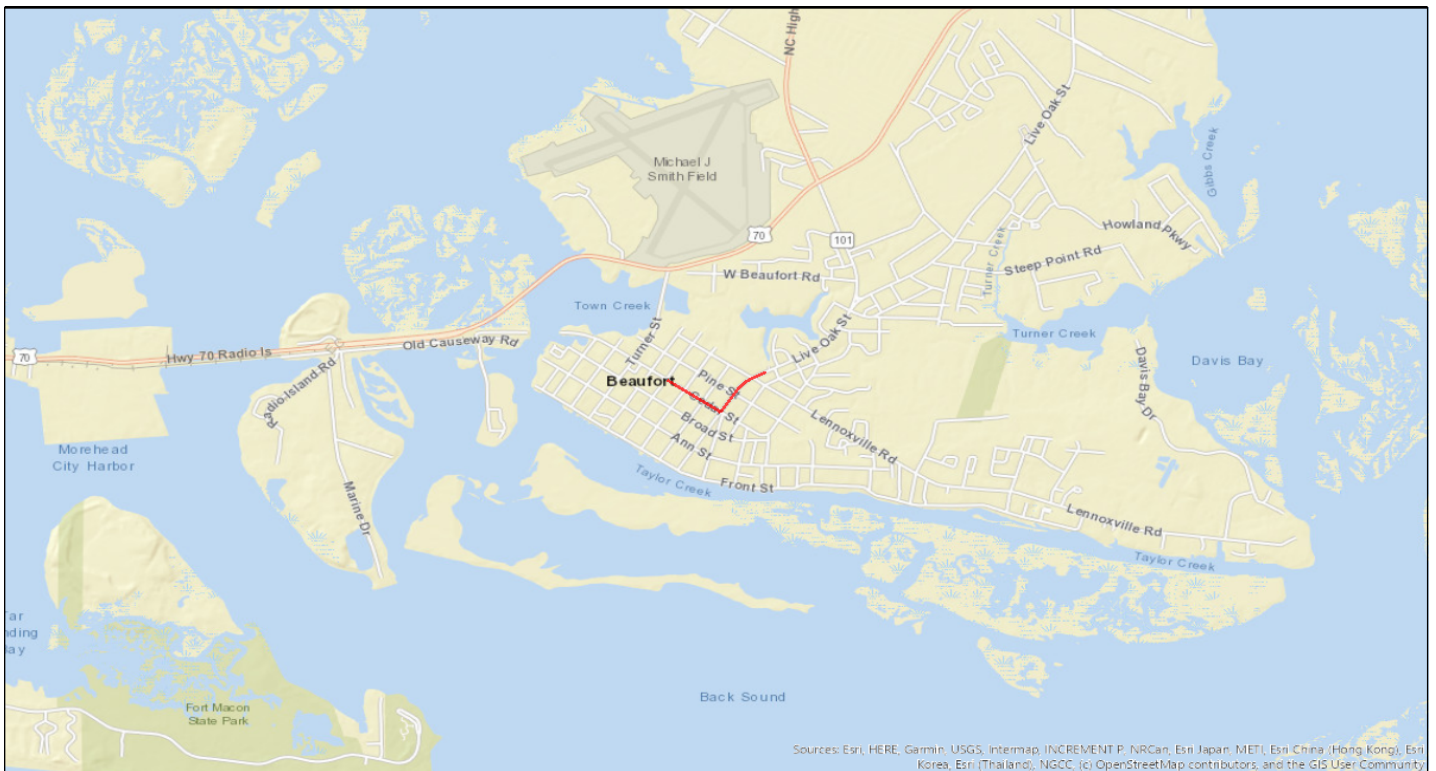
Construct roundabout at the intersection of Cedar St and Live Oak St

Division(s): Division 2

County(s): Carteret

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

Project Location



US-70 (Cedar Street)

SPOT ID: H150522

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.67	65.2
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		0
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	991.64	66.53
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	3	98.97
Shoulder Width	Paved Shoulder Width Difference (100%)	10	100
Pavement Condition	Pavement Condition Rating (100%)	45	95.15

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	11,764.04
Volume (PADT):	12,164.04
Peak ADT (PADT) Factor:	1.03
Capacity (vpd):	0
Volume (PADT)/Capacity Ratio:	0
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	622.32
Total Crashes:	30
Crash Density (seg):	1.81
Crash Severity (seg):	6.61
Critical Crash Rate (seg):	1.41
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Local
Terrain Type:	
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP 2015
Submitted by:	Division 2
Original Submitter:	Division 2

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$4,101,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,323,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$5,424,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$5,424,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H150820

Mode: Highway

Status: Submitted

NC-58 (EMERALD DRIVE)

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

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#: R-5886

Fully Funded in Draft STIP? No

Cost to NCDOT: \$5,424,000

Description:

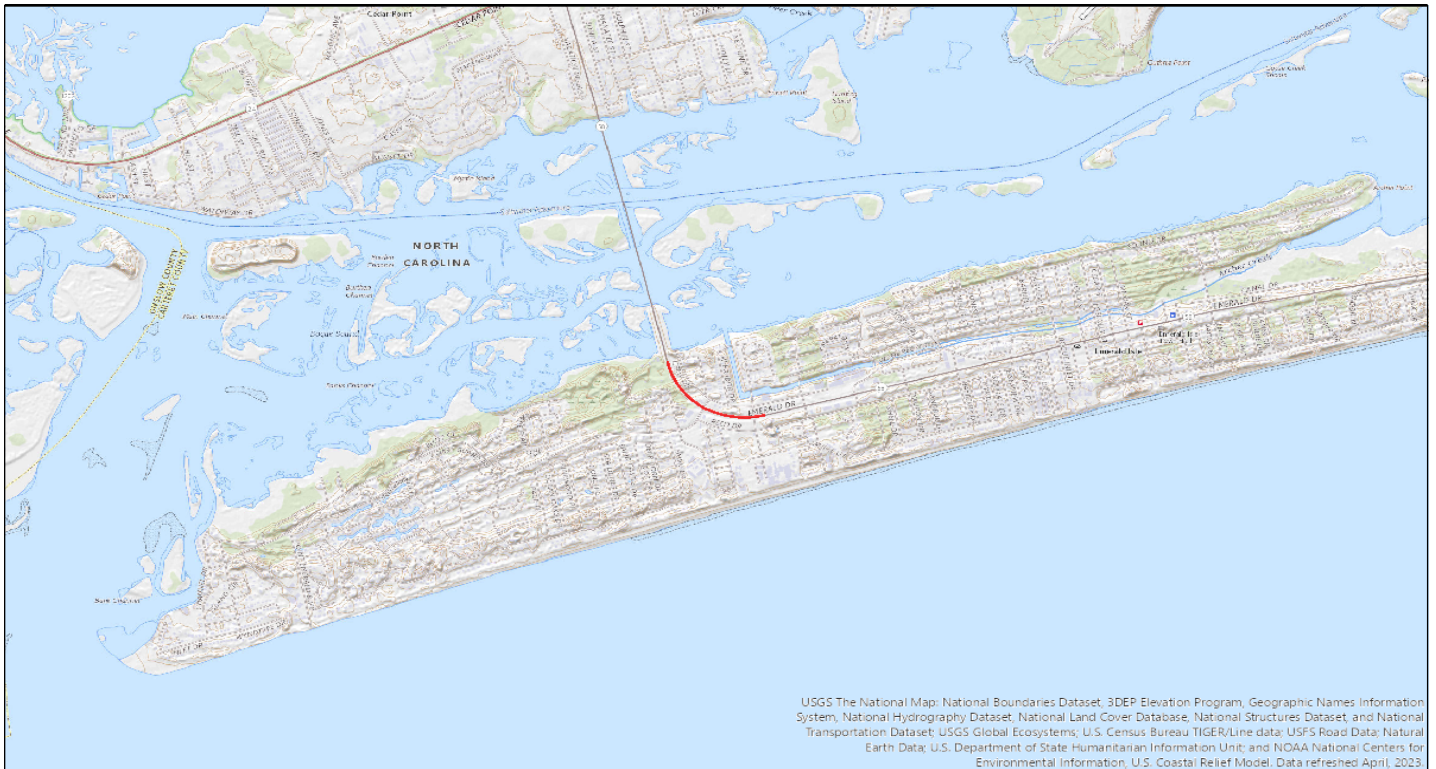
INSTALL ROUNDABOUT.

Division(s): Division 2

County(s): Carteret

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

Project Location



NC-58 (EMERALD DRIVE)

SPOT ID: H150820

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	45
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	8
Paved Shoulder Width (ft):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	34,000
Volume (PADT):	47,000
Peak ADT (PADT) Factor:	1.38
Capacity (vpd):	19,954.55
Volume (PADT)/Capacity Ratio:	2.36
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	1,360
Total Crashes:	60
Crash Density (seg):	1.64
Crash Severity (seg):	2.66
Critical Crash Rate (seg):	0.9
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	97

Project Benefits

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

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$4,101,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,323,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$5,424,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$5,424,000	

Project Purpose and Identified Needs**Primary Purpose:** TBD

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H150821

Mode: Highway

Status: Submitted

NC-58 (Emerald Drive)

From/Cross Street: Loon Street

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#: R-5884

Fully Funded in Draft STIP? No

Cost to NCDOT: \$5,424,000

Description:

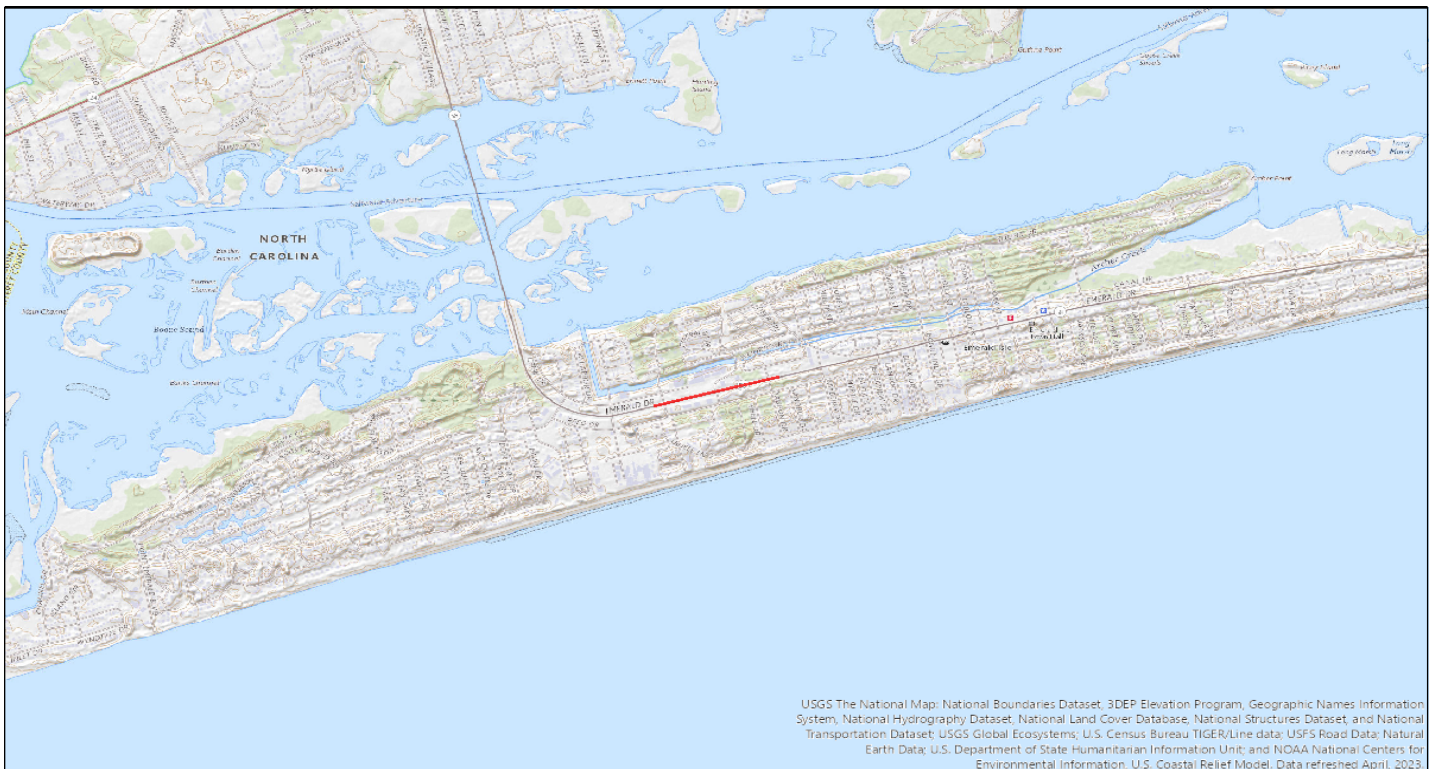
install roundabout

Division(s): Division 2

County(s): Carteret

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

Project Location



NC-58 (Emerald Drive)

SPOT ID: H150821

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1.44	99.25
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		0
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,239.97	72.09
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	2	12.51

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	45
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	30,044.66
Volume (PADT):	43,495.26
Peak ADT (PADT) Factor:	1.45
Capacity (vpd):	18,600
Volume (PADT)/Capacity Ratio:	2.34
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	1,207.8
Total Crashes:	118
Crash Density (seg):	2.85
Crash Severity (seg):	2.2
Critical Crash Rate (seg):	2.44
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	45
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP 2015
Submitted by:	Division 2
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$4,101,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,323,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$5,424,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$5,424,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H183865

Mode: Highway

Status: Submitted

SR-1601 (Little Nine Road)

From/Cross Street: US 70

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

To: NC 24

Project Category: Division Needs

Length: 0.51

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$64,522,000

Description:

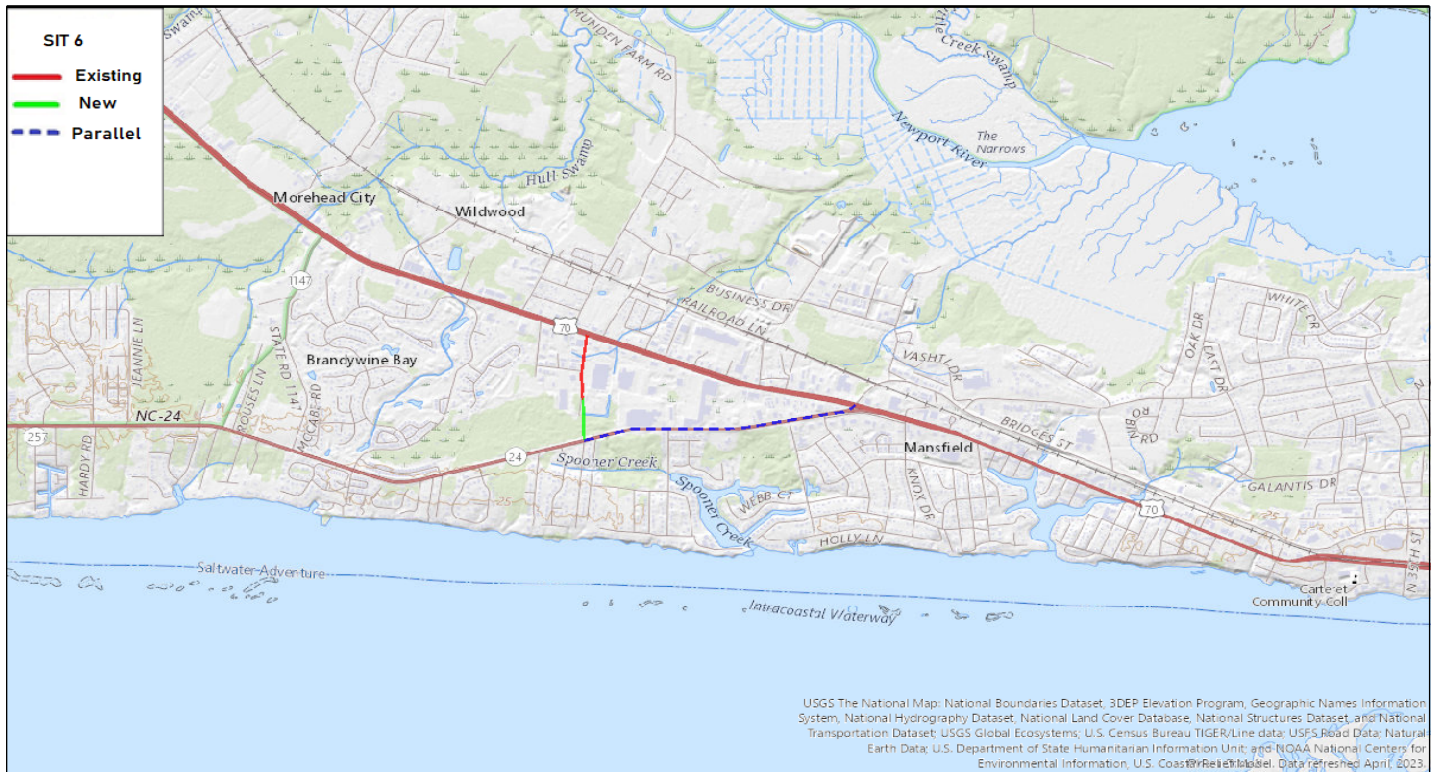
Widen the 2 lane section to 4 lanes and construct an additional 4 lane section to connect to NC 24.

Division(s): Division 2

County(s): Carteret

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

Project Location



SR-1601 (Little Nine Road)

SPOT ID: H183865

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.74	71.35
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.62	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,710	79.07
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	25	72.25

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	55
Length (miles):	1.19
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	21,000
Volume (PADT):	22,000
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	25,500
Volume (PADT)/Capacity Ratio:	0.86
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	1,579.2
Total Crashes:	119
Crash Density (seg):	0.81
Crash Severity (seg):	4.78
Critical Crash Rate (seg):	0.65
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter and Sidewalks
Speed Limit (mph):	35
Length (miles):	0.51
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$17,810,000	Cost Estimation Tool
Right-of-Way Cost:	\$40,619,000	Cost Estimation Tool
Utilities Cost:	\$6,093,000	Cost Estimation Tool
Total Project Cost:	\$64,522,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$64,522,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H191103

Mode: Highway

Status: Submitted

NC-24 (Cedar Point Boulevard)

From/Cross Street: East Channel Bridge

Specific Improvement Type: 4 - Upgrade Arterial to Signalized RCI Corridor

To: NC 58

Project Category: Statewide Mobility

Length: 2.85

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$117,719,000

Description:

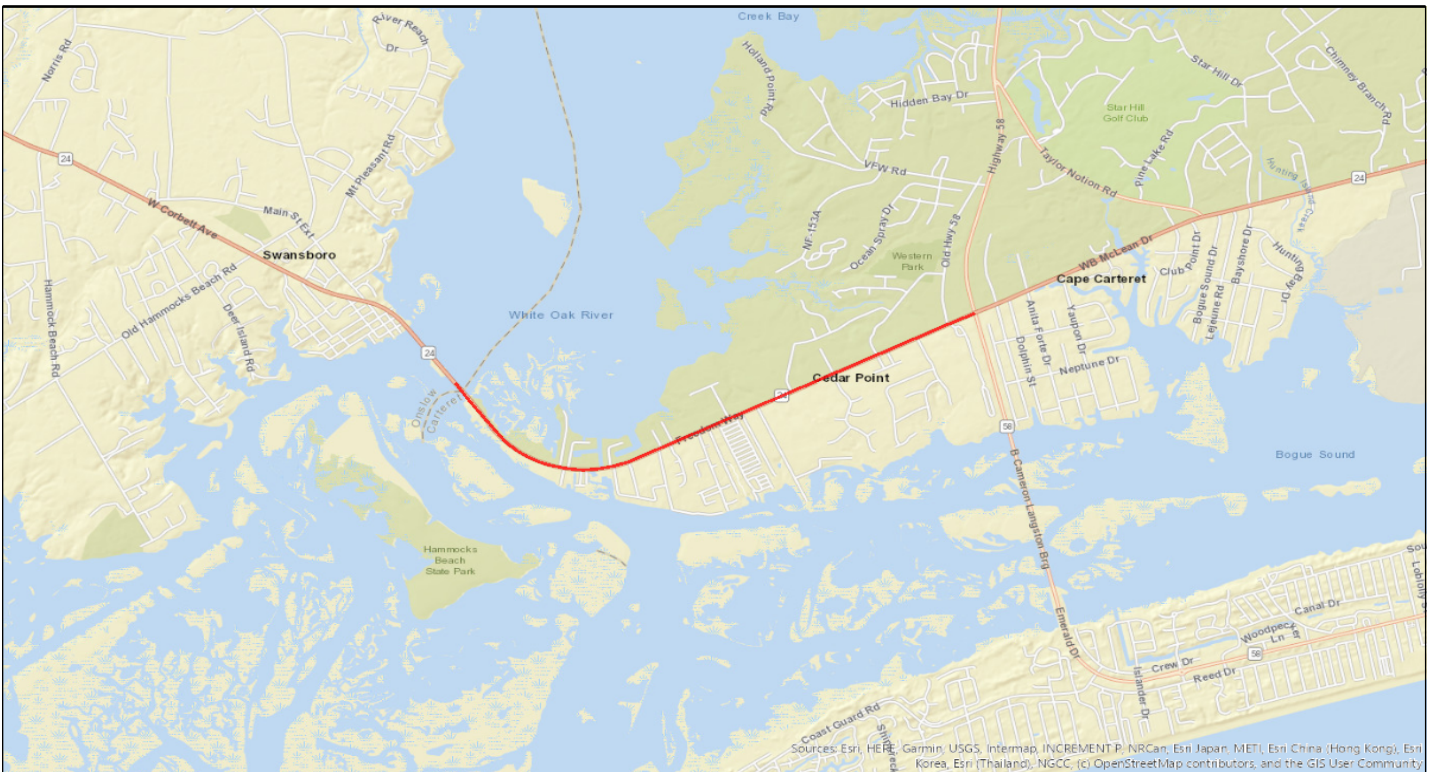
Convert NC 24 into a superstreet within the town of Cedar Point; upgrade intersection of NC 24 and NC 58 to a diamond interchange with one loop.

Division(s): Division 2

County(s): Carteret

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

Project Location



NC-24 (Cedar Point Boulevard)

SPOT ID: H191103

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1	89.12
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.81	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	123	34.72
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	2,257.81	84.63
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	1	90.12
Lane Width	Lane Width Difference (100%)		0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	7	29.43

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with TWLTL (Five Lane)
Speed Limit (mph):	35
Length (miles):	2.85
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	30,543.71
Volume (PADT):	33,830.14
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	25,007.43
Volume (PADT)/Capacity Ratio:	1.35
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	2,434.33
Total Crashes:	274
Crash Density (seg):	0.87
Crash Severity (seg):	3.41
Critical Crash Rate (seg):	0.48
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	35
Length (miles):	2.85
Facility Type:	Superstreet
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Division 2
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$56,008,000	Cost Estimation Tool
Right-of-Way Cost:	\$53,662,000	Cost Estimation Tool
Utilities Cost:	\$8,049,000	Cost Estimation Tool
Total Project Cost:	\$117,719,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$117,719,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Modernization

SPOT ID: H191110

Mode: Highway

Status: Submitted

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

From/Cross Street: NC 70 Business

Specific Improvement Type: 16 - Modernize Roadway

To: NC 24

Project Category: Division Needs

Length: 8.97

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$28,903,000

Description:

Modernize roadway with widened lanes and improved ditches.

Division(s): Division 2

County(s): Carteret

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

Project Location



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

SPOT ID: H191110

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	49
Length (miles):	8.97
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5,621.18
Volume (PADT):	6,044.61
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15,325.87
Volume (PADT)/Capacity Ratio:	0.39
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	227
Crash Density (seg):	3.43
Crash Severity (seg):	7.37
Critical Crash Rate (seg):	0.68
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	87

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	49
Length (miles):	8.97
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$28,719,000	Cost Estimation Tool
Right-of-Way Cost:	\$184,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$28,903,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$28,903,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H191117

Mode: Highway

Status: Submitted

SR-1182 (Atlantic Beach Causeway)

From/Cross Street: Atlantic Beach Bridge

Specific Improvement Type: 11 - Access Management

To: NC 58

Project Category: Division Needs

Length: 0.7

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$70,111,000

Description:

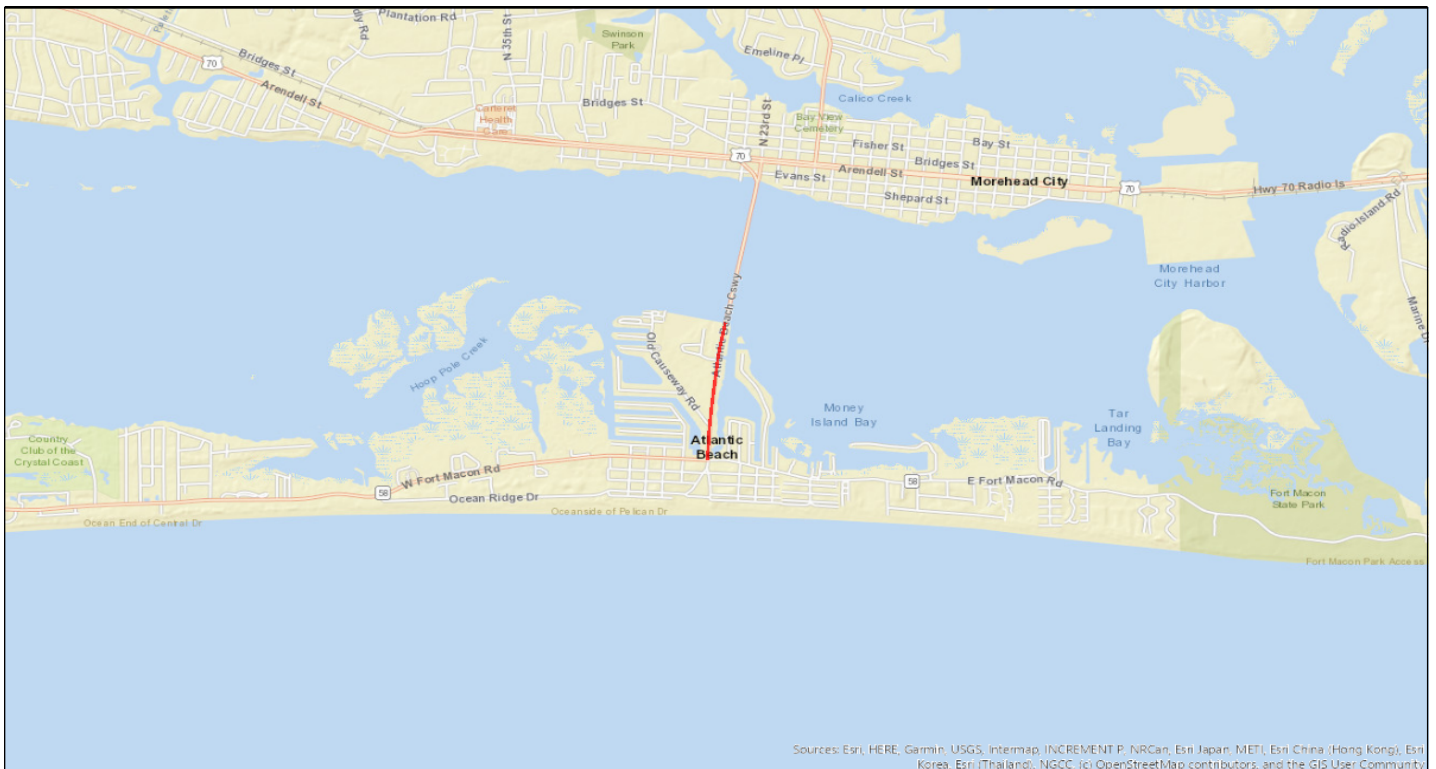
Install medians on portions of Atlantic Beach Causeway. Convert existing parking space west of the roadway into a service road. Install sidewalks or multi-use paths along both sides of the roadway.

Division(s): Division 2

County(s): Carteret

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

Project Location



SR-1182 (Atlantic Beach Causeway)

SPOT ID: H191117

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with TWLTL (Five Lane)
Speed Limit (mph):	38
Length (miles):	0.7
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	20,005.68
Volume (PADT):	21,005.68
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	23,479.33
Volume (PADT)/Capacity Ratio:	0.89
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	62
Crash Density (seg):	0.49
Crash Severity (seg):	2.55
Critical Crash Rate (seg):	0.43
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	80

Project Benefits

Project Cross-Section:	4L - 4 Lane Divided (17'" Raised Median) with Curb & Gutter, Sidewalk, and Sidepath, 35-45 mph
Speed Limit (mph):	38
Length (miles):	0.7
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$30,759,000	Cost Estimation Tool
Right-of-Way Cost:	\$34,219,000	Cost Estimation Tool
Utilities Cost:	\$5,133,000	Cost Estimation Tool
Total Project Cost:	\$70,111,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$70,111,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Modernization

SPOT ID: H191119

Mode: Highway

Status: Submitted

SR-1756 (Lake Road)

From/Cross Street: US 70 (Havelock Bypass)

Specific Improvement Type: 16 - Modernize Roadway

To: SR 1124 (Nine Foot Road)

Project Category: Division Needs

Length: 6.39

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$27,067,000

Description:

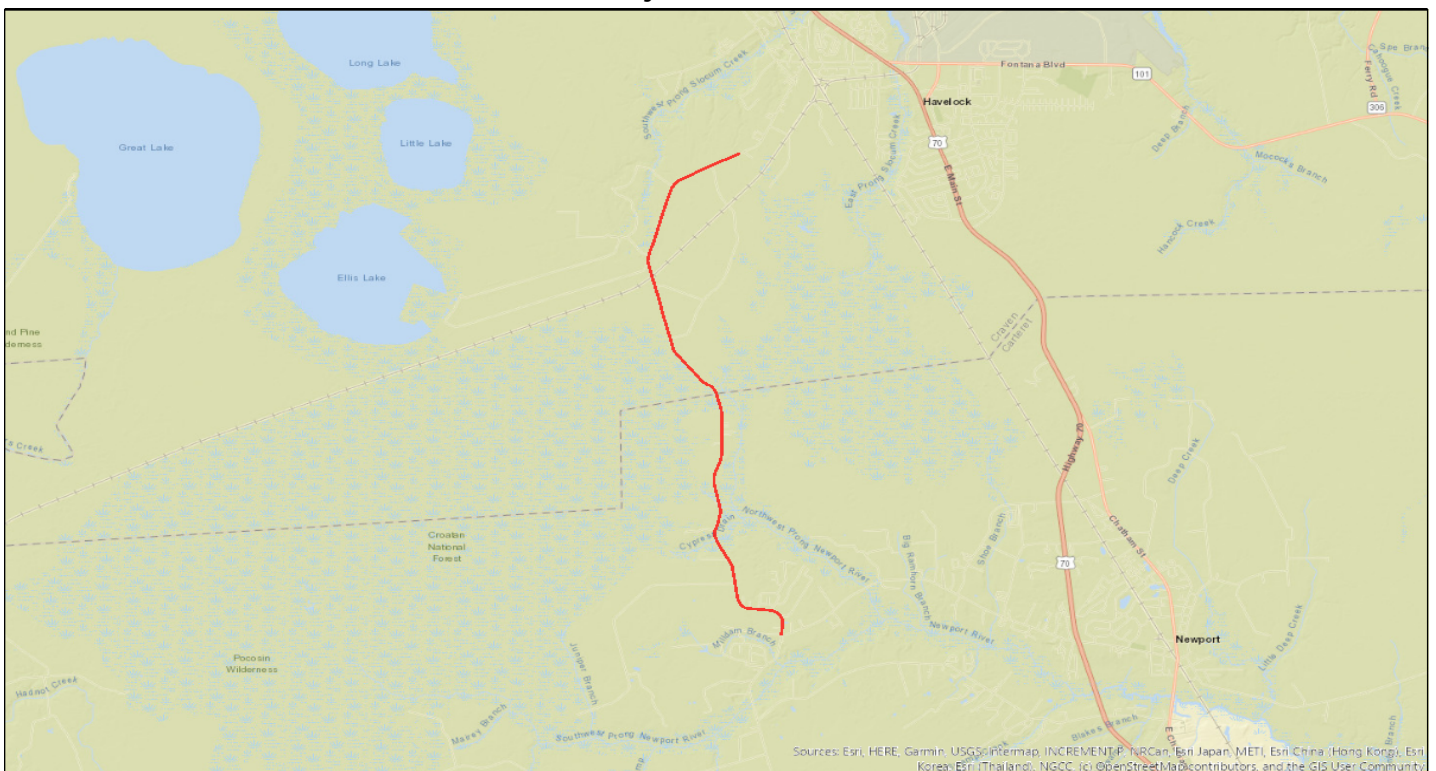
Modernize roadway to 12 ft wide lanes and 4 ft wide paved shoulders.

Division(s): Division 2

County(s): Craven, Carteret

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

Project Location



SR-1756 (Lake Road)

SPOT ID: H191119

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	42
Length (miles):	6.39
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	9
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5,178.34
Volume (PADT):	5,578.34
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	17,090.7
Volume (PADT)/Capacity Ratio:	0.33
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	98
Crash Density (seg):	3.29
Crash Severity (seg):	5.28
Critical Crash Rate (seg):	0.87
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	83

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	42
Length (miles):	6.39
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$26,883,000	Cost Estimation Tool
Right-of-Way Cost:	\$184,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$27,067,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$27,067,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H191380

Mode: Highway

Status: Submitted

US-17 BUS (Main Street)

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

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$4,080,000

Description:

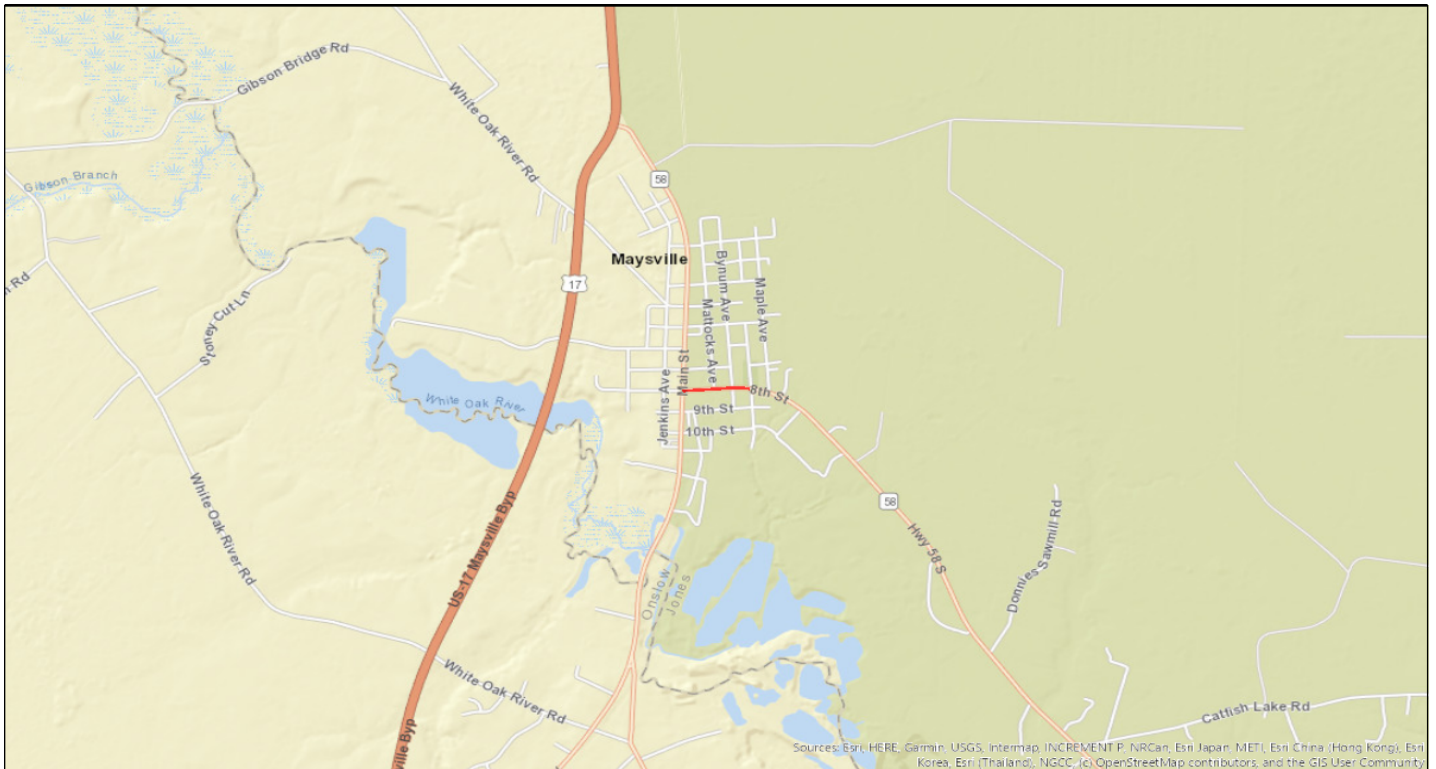
Construct a one-lane roundabout at the intersection of US 17 Business and NC 58 in Maysville, Jones County.

Division(s): Division 2

County(s): Jones

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

Project Location



US-17 BUS (Main Street)

SPOT ID: H191380

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	10,600
Volume (PADT):	11,400
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	18,600
Volume (PADT)/Capacity Ratio:	0.61
% Autos:	91%
% Trucks:	9%
Truck Volume (AADTT):	940.22
Total Crashes:	3
Crash Density (seg):	0.65
Crash Severity (seg):	1
Critical Crash Rate (seg):	0.24
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	35
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Jones County, 2016
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$3,418,000	Cost Estimation Tool
Right-of-Way Cost:	\$662,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$4,080,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$4,080,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H191429

Mode: Highway

Status: Submitted

SR-1756 (Lake Road)

From/Cross Street: SR 1745 (Miller Boulevard)

Specific Improvement Type: 1 - Widen Existing Roadway

To: US 70 (Havelock Bypass)

Project Category: Division Needs

Length: 1.23

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$60,531,000

Description:

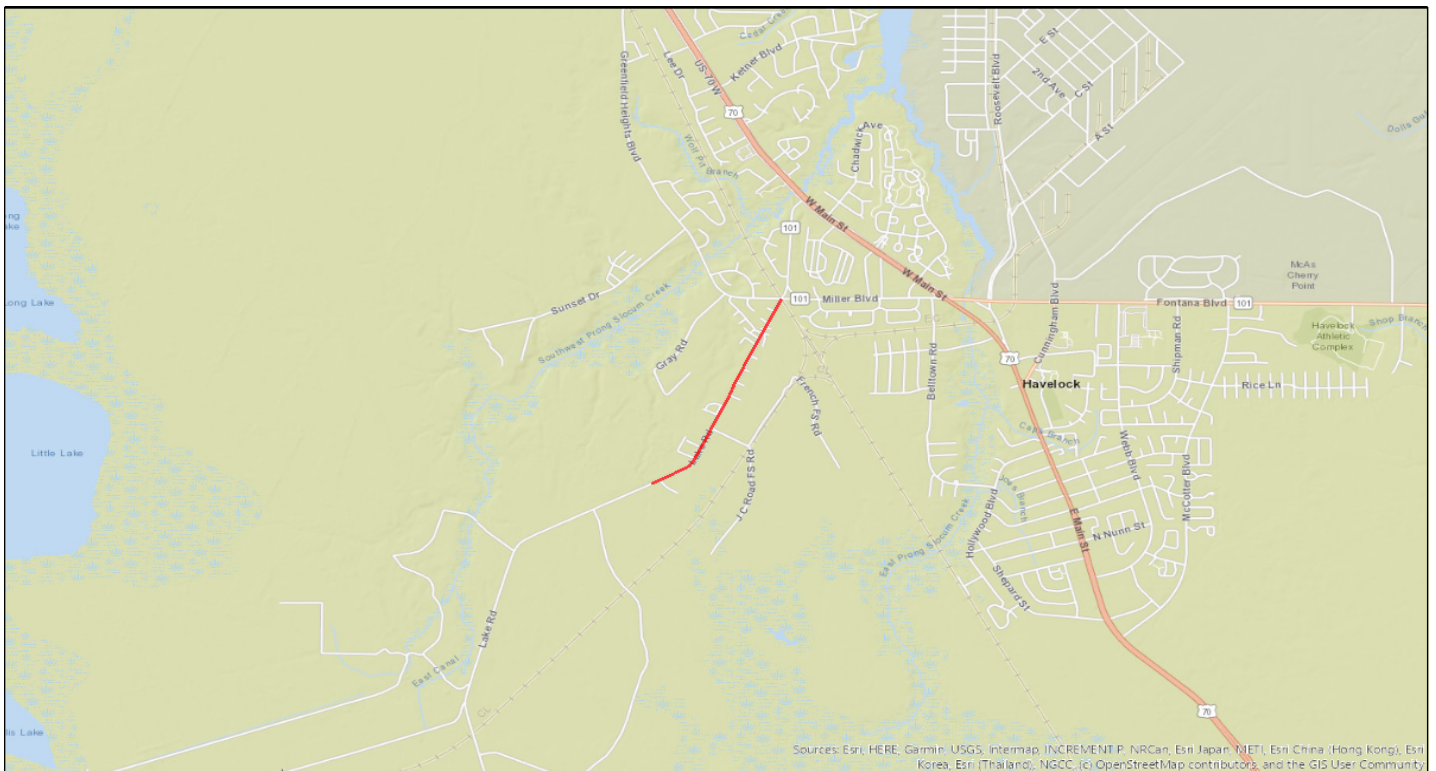
Widen portion of Lake Road within City of Havelock to multi-lanes.

Division(s): Division 2

County(s): Craven

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

Project Location



SR-1756 (Lake Road)

SPOT ID: H191429

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	35
Length (miles):	1.23
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5,600
Volume (PADT):	6,000
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	12,894.75
Volume (PADT)/Capacity Ratio:	0.47
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	46
Crash Density (seg):	2.07
Crash Severity (seg):	12.32
Critical Crash Rate (seg):	1.5
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4B - 4 Lane Divided (23' Raised Median) with Paved Shoulders and Sidewalks
Speed Limit (mph):	35
Length (miles):	1.23
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Craven County CTP, (anticipated adoption 2020)
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$49,451,000	Cost Estimation Tool
Right-of-Way Cost:	\$9,635,000	Cost Estimation Tool
Utilities Cost:	\$1,445,000	Cost Estimation Tool
Total Project Cost:	\$60,531,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$60,531,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H191452

Mode: Highway

Status: Submitted

US-70 (Arendell St)

From/Cross Street: 35th Street

Specific Improvement Type: 25 - Improve Multiple Intersections along Corridor

To: 4th Street

Project Category: Statewide Mobility

Length: 2.85

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$7,007,000

Description:

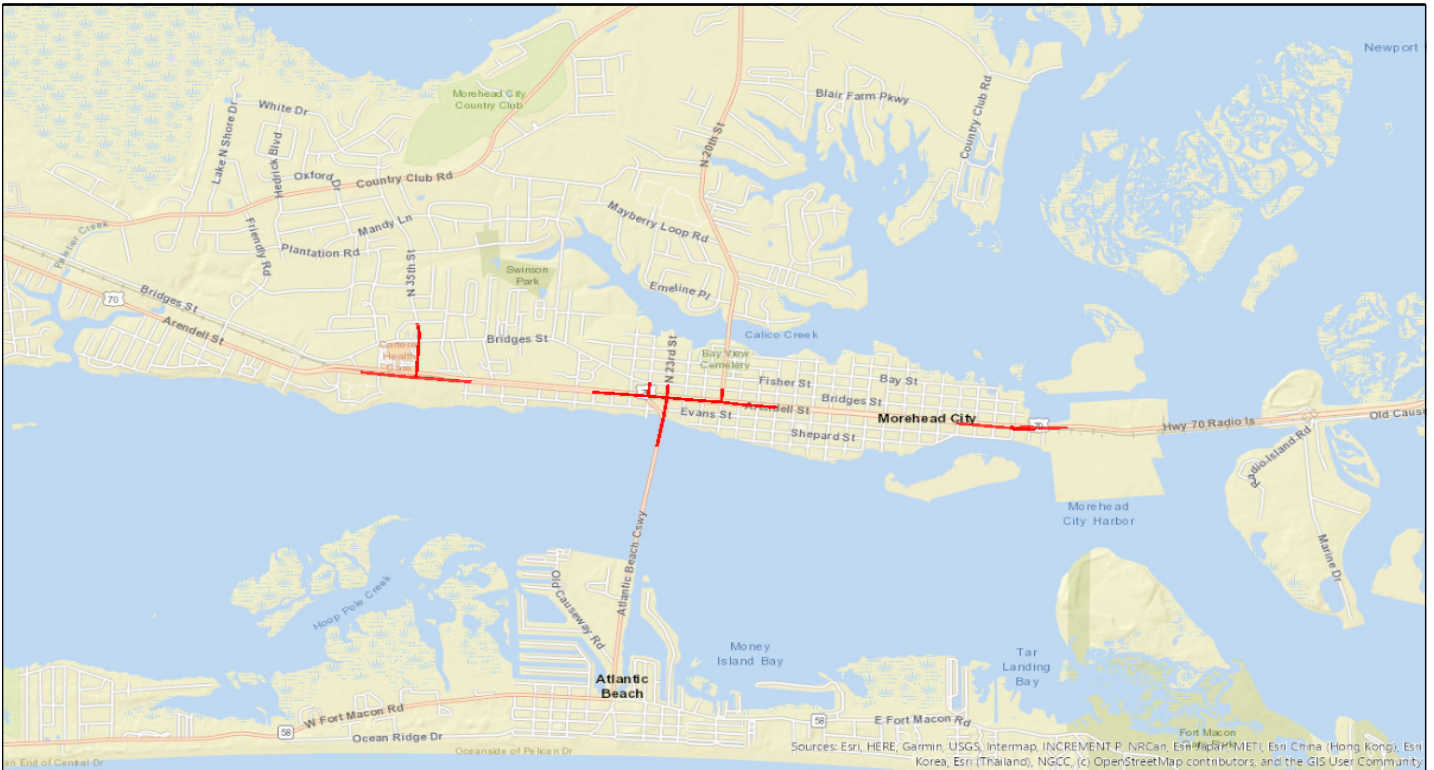
Install medians on portions of Atlantic Beach Causeway. Convert existing parking space west of the roadway into a service road. Install sidewalks or multi-use paths along both sides of the roadway.

Division(s): Division 2

County(s): Carteret

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

Project Location



US-70 (Arendell St)

SPOT ID: H191452

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	36
Length (miles):	2.85
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	45,692.01
Volume (PADT):	50,756.54
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	41,968.55
Volume (PADT)/Capacity Ratio:	1.21
% Autos:	98%
% Trucks:	2%
Truck Volume (AADTT):	1,110.32
Total Crashes:	425
Crash Density (seg):	1.6
Crash Severity (seg):	2.68
Critical Crash Rate (seg):	0.94
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	90

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	36
Length (miles):	2.85
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	10
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$4,557,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,450,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$7,007,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$7,007,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H191454

Mode: Highway

Status: Submitted

SR-1738 (Bridges Street)

From/Cross Street: Friendly Road

Specific Improvement Type: 26 - Upgrade Roadway

To: 20th Street

Project Category: Division Needs

Length: 2.32

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$7,713,000

Description:

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

Division(s): Division 2

County(s): Carteret

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

Project Location



SR-1738 (Bridges Street)

SPOT ID: H191454

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	35
Length (miles):	2.32
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	16,203.85
Volume (PADT):	16,875.83
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	12,068.83
Volume (PADT)/Capacity Ratio:	1.4
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	212
Crash Density (seg):	2.02
Crash Severity (seg):	3.48
Critical Crash Rate (seg):	0.61
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	35
Length (miles):	2.32
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2018
Submitted by:	Division 2
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$7,713,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$7,713,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$7,713,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H191544

Mode: Highway

Status: Submitted

NC-24 (Freedom Way)

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

Specific Improvement Type: 4 - Upgrade Arterial to Signalized RCI Corridor

To: SR 1147 (McCabe Road)

Project Category: Statewide Mobility

Length: 9.62

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$422,208,000

Description:

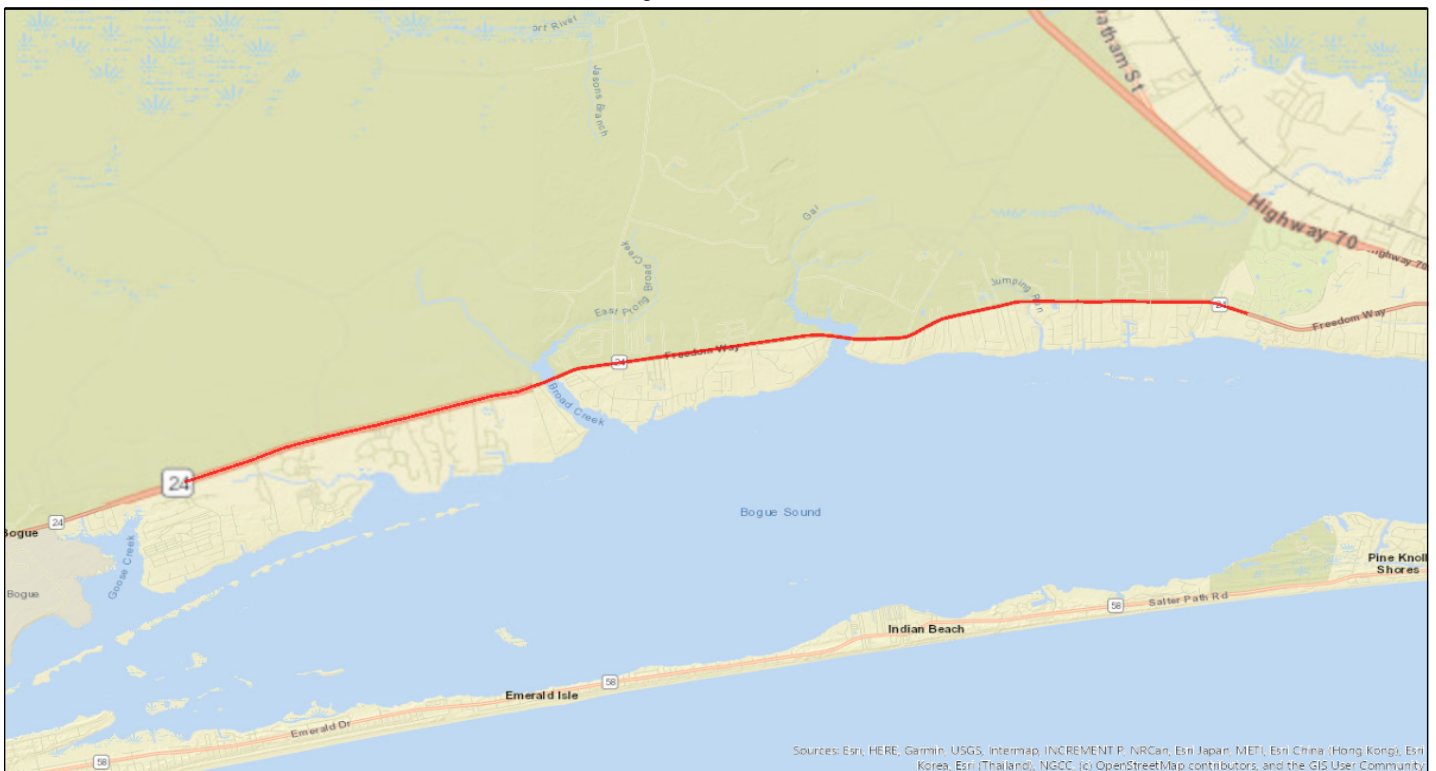
Upgrade a portion of NC 24 to a superstreet in Carteret County from SR 1119 (Red Barn Road) to SR 1147 (McCabe Road).

Division(s): Division 2

County(s): Carteret

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

Project Location



NC-24 (Freedom Way)

SPOT ID: H191544

Criteria Measures

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

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

Project Data*

Existing Conditions

Existing Cross-Section:	4 Lane with TWLTL (Five Lane)
Speed Limit (mph):	55
Length (miles):	9.62
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	21,279.33
Volume (PADT):	22,549.95
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	36,929.47
Volume (PADT)/Capacity Ratio:	0.61
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	1,602.33
Total Crashes:	427
Crash Density (seg):	0.34
Crash Severity (seg):	5.31
Critical Crash Rate (seg):	0.27
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4K - 4 Lane Divided (17'&6" Raised Median) with Paved Shoulders, Sidewalk, and Sidepath, 35-55 mph
Speed Limit (mph):	55
Length (miles):	9.62
Facility Type:	Superstreet
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2018
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$205,095,000	Cost Estimation Tool
Right-of-Way Cost:	\$188,794,000	Cost Estimation Tool
Utilities Cost:	\$28,319,000	Cost Estimation Tool
Total Project Cost:	\$422,208,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$422,208,000	

Project Purpose and Identified Needs

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

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H191576

Mode: Highway

Status: Submitted

SR-1259 (Taylor Notion Road)

From/Cross Street: NC 58

Specific Improvement Type: 25 - Improve Multiple Intersections along Corridor

To: NC 24

Project Category: Division Needs

Length: 1.51

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$5,424,000

Description:

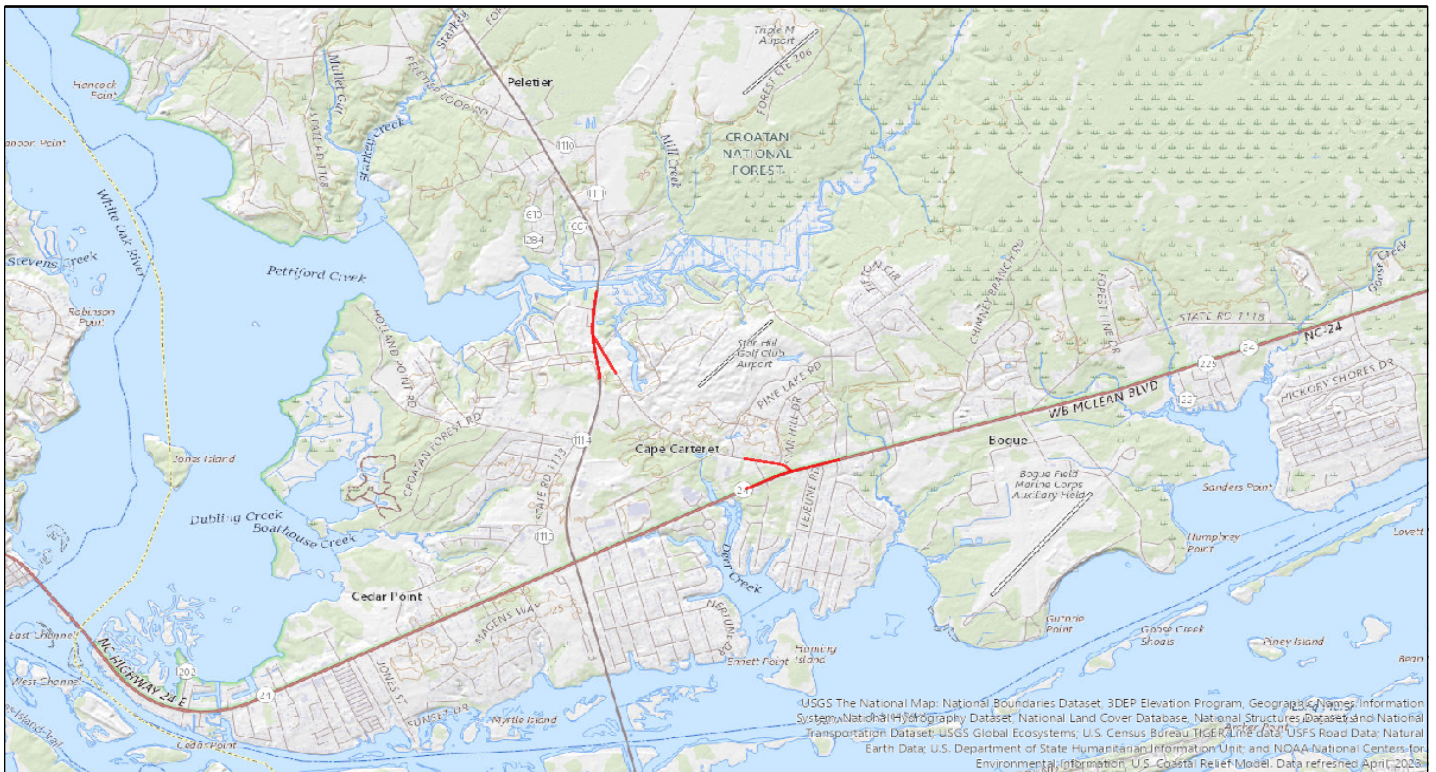
Construct one-lane roundabout at intersection of NC 58 and Taylor Notion Road. Add left turn lane from eastbound NC 24 to Taylor Notion Road.

Division(s): Division 2

County(s): Carteret

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

Project Location



SR-1259 (Taylor Notion Road)

SPOT ID: H191576

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	47
Length (miles):	1.51
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	28,302.93
Volume (PADT):	31,559.6
Peak ADT (PADT) Factor:	1.12
Capacity (vpd):	44,816.79
Volume (PADT)/Capacity Ratio:	0.7
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	2,312.35
Total Crashes:	116
Crash Density (seg):	0.63
Crash Severity (seg):	3.71
Critical Crash Rate (seg):	0.43
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	94

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	47
Length (miles):	1.51
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2015
Submitted by:	Down East RPO
Original Submitter:	Down East RPO (in P6)

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$4,101,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,323,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$5,424,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$5,424,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility within the Town of Cape Carteret.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Modernization

SPOT ID: H230038

Mode: Highway

Status: Submitted

US-70

From/Cross Street: East of NC 58

Specific Improvement Type: 17 - Upgrade Freeway to Interstate Standards

To: East of SR 1002 (Wyse Fork Road)

Project Category: Statewide Mobility

Length: 2.68

TIP#: R-2553 D

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3

Description:

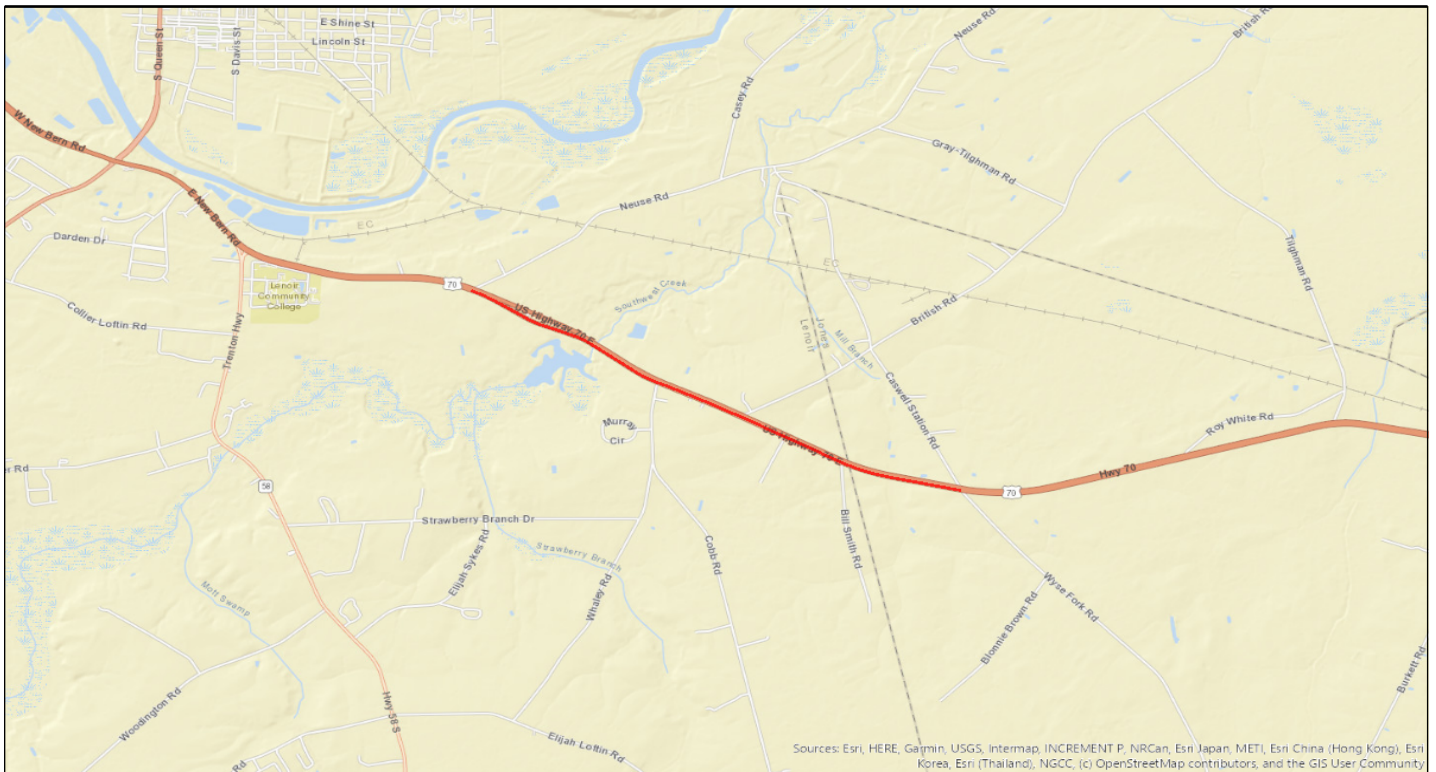
Upgrade to freeway to interstate standards

Division(s): Division 2

County(s): Lenoir, Jones

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

Project Location



US-70

SPOT ID: H230038

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	58
Length (miles):	2.68
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	14,793.18
Volume (PADT):	17,189.77
Peak ADT (PADT) Factor:	1.16
Capacity (vpd):	66,560.61
Volume (PADT)/Capacity Ratio:	0.26
% Autos:	85%
% Trucks:	15%
Truck Volume (AADTT):	2,232.29
Total Crashes:	105
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	70
Length (miles):	2.68
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Lenoir County CTP 2018
Submitted by:	Eastern Carolina RPO
Original Submitter:	ECRPO

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

Project Ownership**Division**

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

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Eastern Carolina RPO	79%	0	0
Down East RPO	21%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$1	Cost Estimation Tool
Right-of-Way Cost:	\$1	Cost Estimation Tool
Utilities Cost:	\$1	Cost Estimation Tool
Total Project Cost:	\$3	
Other Funding:	\$0	None
Cost to NCDOT :	\$3	

Project Purpose and Identified Needs

Primary Purpose: Upgrade US 70 interstate standards, Kinston Bypass

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H230308

Mode: Highway

Status: Submitted

US-17, US-17 BUS

From/Cross Street:

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Statewide Mobility

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$30,368,000

Description:

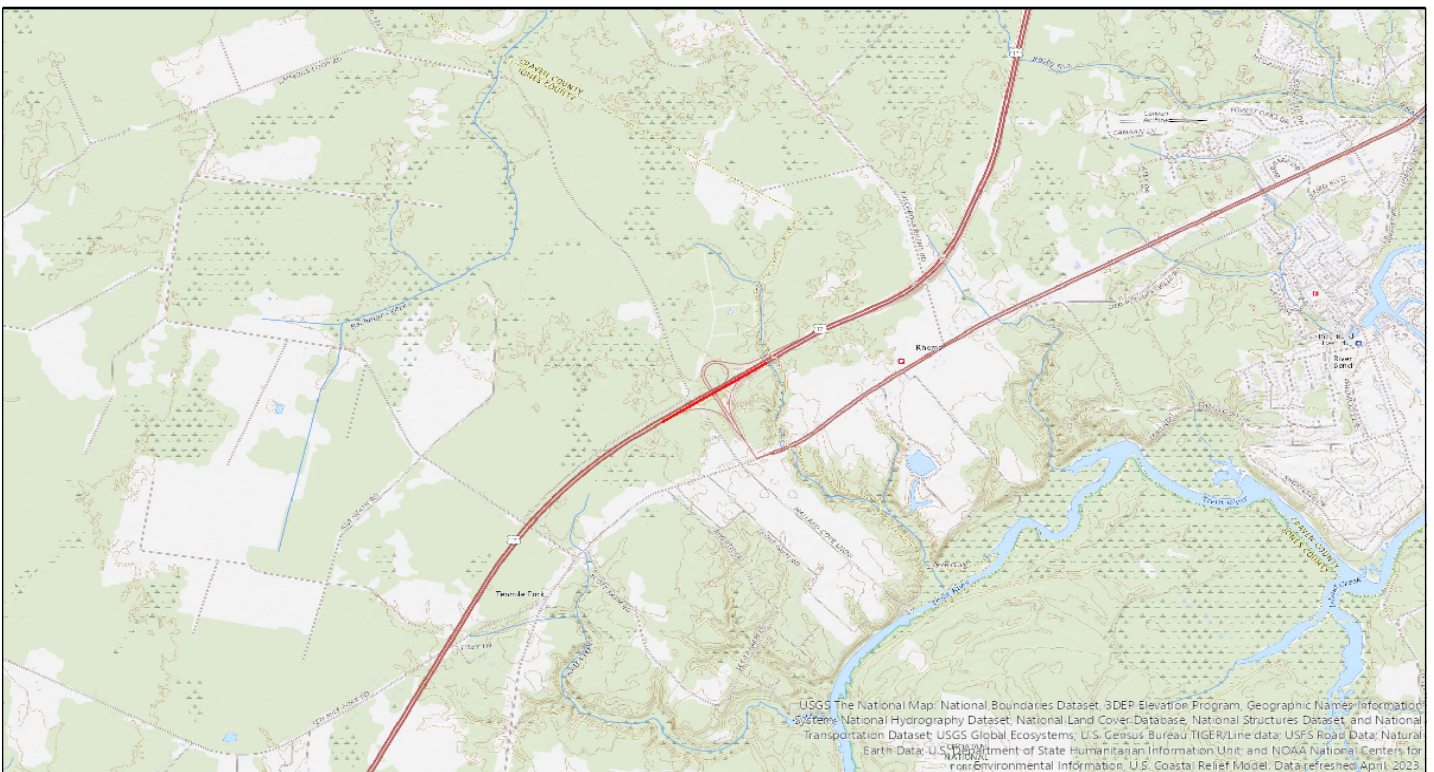
Upgrade the interchange of US 17 and US 17 BUS at the Craven/Jones County line north of Pollocksville. Widen existing one-lane overpasses to two lanes each. Add a roundabout east of the existing overpass. Build four-lane roadway at new location to connect interchange to SR 1330 (Simmons Loop Rd) that would serve new industrial park at location.

Division(s): Division 2

County(s): Jones

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

Project Location



US-17, US-17 BUS

SPOT ID: H230308

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	54
Length (miles):	2
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	15,068.9
Volume (PADT):	16,442.76
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	130,455.8
Volume (PADT)/Capacity Ratio:	0.13
% Autos:	90%
% Trucks:	10%
Truck Volume (AADTT):	1,469.22
Total Crashes:	0
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	54
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Craven County CTP, 2023
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$25,443,000	Cost Estimation Tool
Right-of-Way Cost:	\$4,925,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$30,368,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$30,368,000	

Project Purpose and Identified Needs

Primary Purpose: Economic Development. Jones and Craven Counties intend to create a new industrial park immediately west of US 17 on the county line. The upgraded interchange would serve as the gateway to this new park. The new industrial park is crucial to the economic development of both Jones County, and would complement the residential and commercial development happening in the West New Bern development.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H230309

Mode: Highway

Status: Submitted

I-42 (Future I-42 (Havelock to Morehead City))

From/Cross Street: Future I-42/US 70 (Havelock Bypass)

To: SR 1147 (McCabe Rd)

Length: 8.77

Specific Improvement Type: 3 - Upgrade Expressway to Freeway

Project Category: Statewide Mobility

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,319,569,000

Description:

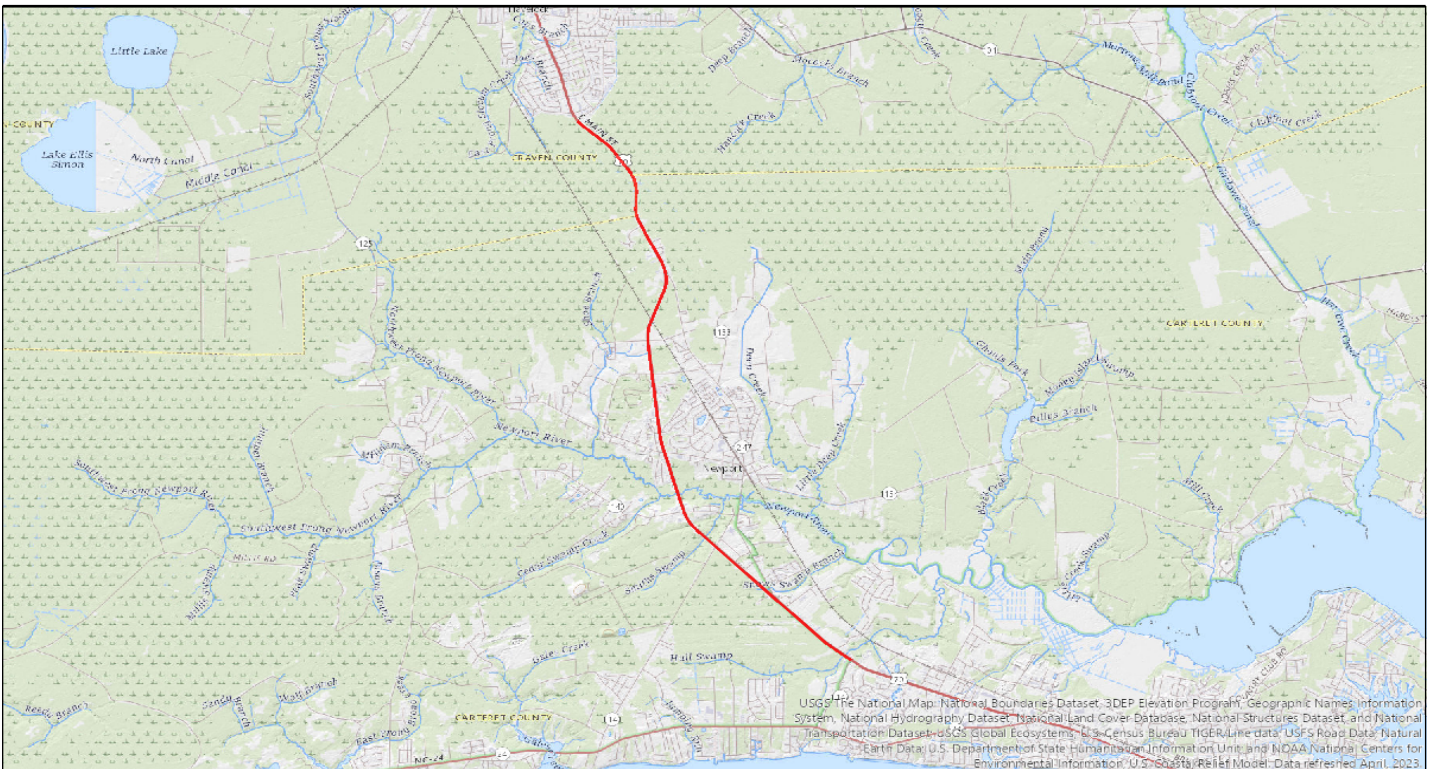
Upgrade Existing US 70 from Havelock Bypass (currently under construction) to McCabe Rd outside of Morehead City to interstate standards. The upgrade would bring future Interstate 42 into Carteret County and as close to the Port of Morehead City along the existing route as possible. Portions of the roadway will require service roads to be constructed, particularly through Newport.

Division(s): Division 2

County(s): Carteret, Craven

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

Project Location



I-42 (Future I-42 (Havelock to Morehead City))

SPOT ID: H230309

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	55
Length (miles):	8.77
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	8
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	No
Volume (AADT):	27,237.21
Volume (PADT):	29,025.28
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	47,972.54
Volume (PADT)/Capacity Ratio:	0.61
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	1,271.98
Total Crashes:	551
Crash Density (seg):	25.59
Crash Severity (seg):	37.83
Critical Crash Rate (seg):	21.85
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	67

Project Benefits

Project Cross-Section:	6C - 6 Lane Freeway (27' Median with Jersey Barrier) with Paved Shoulders and 2 Lane One-Way Service Roads each side
Speed Limit (mph):	55
Length (miles):	8.77
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Craven County CTP, 2023; Carteret County CTP, 2011.
Submitted by:	Down East RPO
Original Submitter:	Down East RPO.

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$851,679,000	Cost Estimation Tool
Right-of-Way Cost:	\$406,861,000	Cost Estimation Tool
Utilities Cost:	\$61,029,000	Cost Estimation Tool
Total Project Cost:	\$1,319,569,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,319,569,000	

Project Purpose and Identified Needs

Primary Purpose: One of the main purposes of future Interstate 42 is to connect the Port of Morehead City and the beach communities of Carteret County, dependent on tourism as their main economic driver, to the national interstate network. This upgrade would benefit economic development in the county, as well as freight traffic, safety, and mobility.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H230310

Mode: Highway

Status: Submitted

I-42 (Northern Carteret Bypass)

From/Cross Street: US 70 Havelock Bypass

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

To: US 70 Beaufort Bypass

Project Category: Statewide Mobility

Length: 19.62

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,305,870,000

Description:

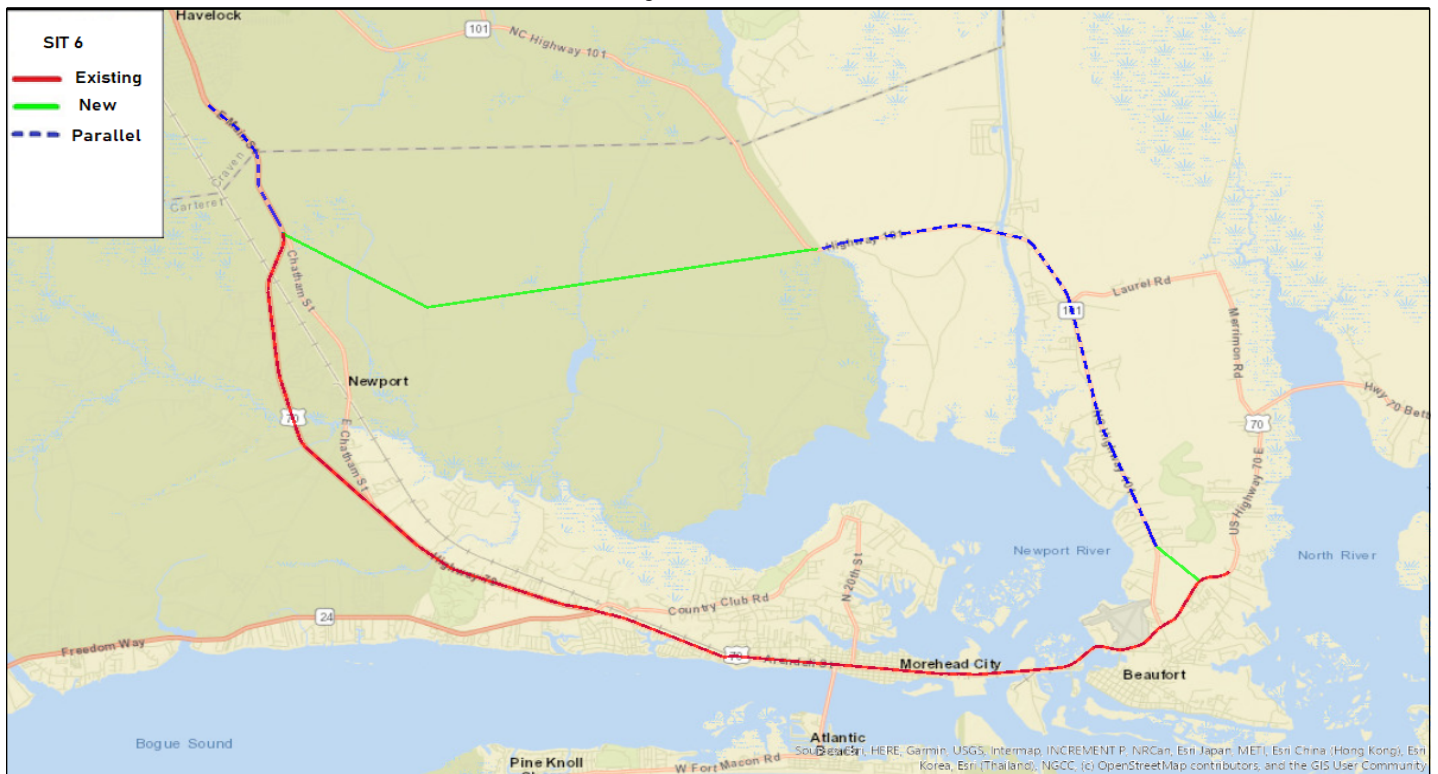
Upgrade portions of US 70 and NC 101 to interstate standards and build new interstate between two north of Newport in Carteret County.

Division(s): Division 2

County(s): Carteret, Craven

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

Project Location



I-42 (Northern Carteret Bypass)

SPOT ID: H230310

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	47
Length (miles):	18.88
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	9
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	26,916.08
Volume (PADT):	28,908.5
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	29,741.89
Volume (PADT)/Capacity Ratio:	0.97
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	993.2
Total Crashes:	2,091
Crash Density (seg):	6.62
Crash Severity (seg):	10.75
Critical Crash Rate (seg):	6.62
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	75

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46'' Depressed Median) with Paved Shoulders
Speed Limit (mph):	65
Length (miles):	19.62
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2011.
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$817,740,000	Cost Estimation Tool
Right-of-Way Cost:	\$424,461,000	Cost Estimation Tool
Utilities Cost:	\$63,669,000	Cost Estimation Tool
Total Project Cost:	\$1,305,870,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,305,870,000	

Project Purpose and Identified Needs

Primary Purpose: Bring Interstate 42 to Carteret County and Port of Morehead City. Improve freight mobility, promote tourism and other economic development. Allow freight traffic to bypass Morehead City to reach Port.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H230333

Mode: Highway

Status: Submitted

SR-1005 (Neuse Rd.), SR-1105 (Prescott Rd.)

From/Cross Street: Intersection of Prescott and Neuse Rds. **Specific Improvement Type:** 10 - Improve Intersection

To: **Project Category:** Division Needs

Length: 2 **TIP#:**

Fully Funded in Draft STIP? No

Cost to NCDOT: \$4,080,000

Description:

Improve intersection of Prescott Rd. and Neuse Rd. in Pamlico County to allow for better sightlines for traffic merging onto northbound Neuse Rd.

Division(s): Division 2

County(s): Pamlico

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

Project Location



SR-1005 (Neuse Rd.), SR-1105 (Prescott Rd.)

SPOT ID: H230333

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	55
Length (miles):	2
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Collector
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	2,125.93
Volume (PADT):	2,256
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	38,400
Volume (PADT)/Capacity Ratio:	0.06
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	4
Crash Density (seg):	32.54
Crash Severity (seg):	48.56
Critical Crash Rate (seg):	16.03
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	93

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	2
Facility Type:	Two Lane Highway
Access Control:	Partial
Functional Classification:	Minor Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Pamlico County CTP, 2009.
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$3,418,000	Cost Estimation Tool
Right-of-Way Cost:	\$662,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$4,080,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$4,080,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility. This intersection has been identified as dangerous by officials in Pamlico County due to its current design, which can make it hard for merging traffic on Neuse Rd. to see oncoming traffic on Prescott Rd.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Modernization

SPOT ID: H230339

Mode: Highway

Status: Submitted

SR-1302 (Buckland Rd/Janiero Rd)

From/Cross Street: NC 306

Specific Improvement Type: 16 - Modernize Roadway

To: Dawson Creek Bridge

Project Category: Division Needs

Length: 3.52

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,170,000

Description:

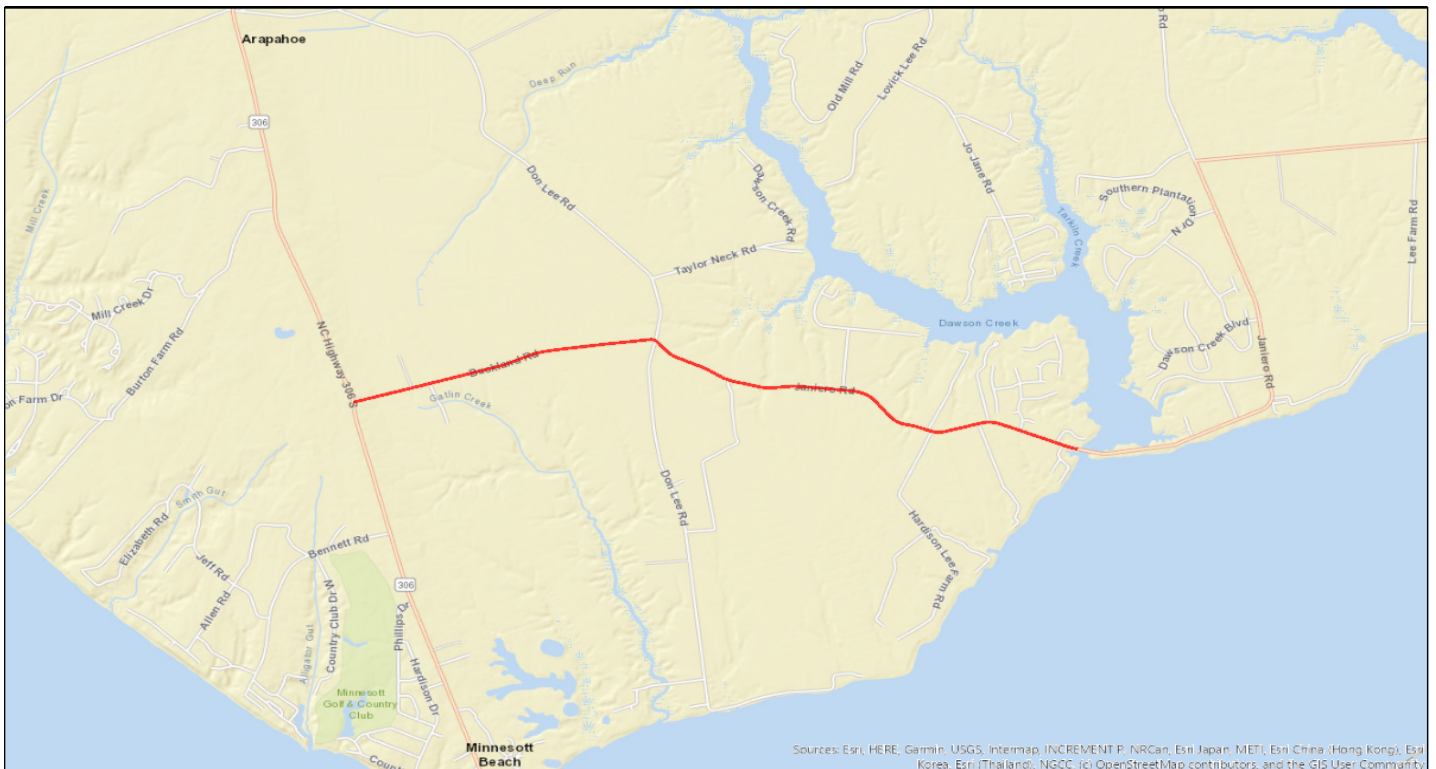
Modernization of SR 1302 (Buckland Rd/Janiero Rd). Widen travel lanes to 12 ft, install 4-ft paved shoulders, and improve ditches.

Division(s): Division 2

County(s): Pamlico

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

Project Location



SR-1302 (Buckland Rd/Janiero Rd)

SPOT ID: H230339

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	55
Length (miles):	3.52
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	1,043.8
Volume (PADT):	1,162.54
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0.06
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	8
Crash Density (seg):	0.52
Crash Severity (seg):	1.52
Critical Crash Rate (seg):	0.2
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	3.52
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Pamlico County CTP, 2009
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$986,000	Cost Estimation Tool
Right-of-Way Cost:	\$184,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$1,170,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,170,000	

Project Purpose and Identified Needs

Primary Purpose: Improve mobility and safety on a key road between Arapahoe/Minnesott Beach and Oriental in Pamlico County. Improved ditches will improve overall resiliency in a low-lying area close to water.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Modernization

SPOT ID: H230553

Mode: Highway

Status: Submitted

SR-1141 (Hibbs Rd.)

From/Cross Street: US 70

Specific Improvement Type: 16 - Modernize Roadway

To: NC 24

Project Category: Division Needs

Length: 3.19

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$12,381,000

Description:

Widen existing roadway to 12-foot travel lanes, four-foot paved shoulders, and improved ditches.

Division(s): Division 2

County(s): Carteret

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

Project Location



SR-1141 (Hibbs Rd.)

SPOT ID: H230553

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	42
Length (miles):	3.19
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	8,513.14
Volume (PADT):	9,964
Peak ADT (PADT) Factor:	1.17
Capacity (vpd):	9,300
Volume (PADT)/Capacity Ratio:	1.07
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	78
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	42
Length (miles):	3.19
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Carteret County CTP, 2011. (New CTP is underway)
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$11,768,000	Cost Estimation Tool
Right-of-Way Cost:	\$613,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$12,381,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$12,381,000	

Project Purpose and Identified Needs

Primary Purpose: Hibbs Rd. is an important shortcut for travelling between Newport and Western Carteret County, as it allows traffic to bypass the commercial district of Morehead City. Should a third bridge to Bogue Banks ever be constructed, it is likely that Hibbs Rd. will connect the bridge to US 70.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Modernization

SPOT ID: H230634

Mode: Highway

Status: Submitted

SR-1324 (Florence Rd)

From/Cross Street: NC 55

Specific Improvement Type: 16 - Modernize Roadway

To: SR 1327 (Whortonsville Rd)

Project Category: Division Needs

Length: 9.17

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$34,735,000

Description:

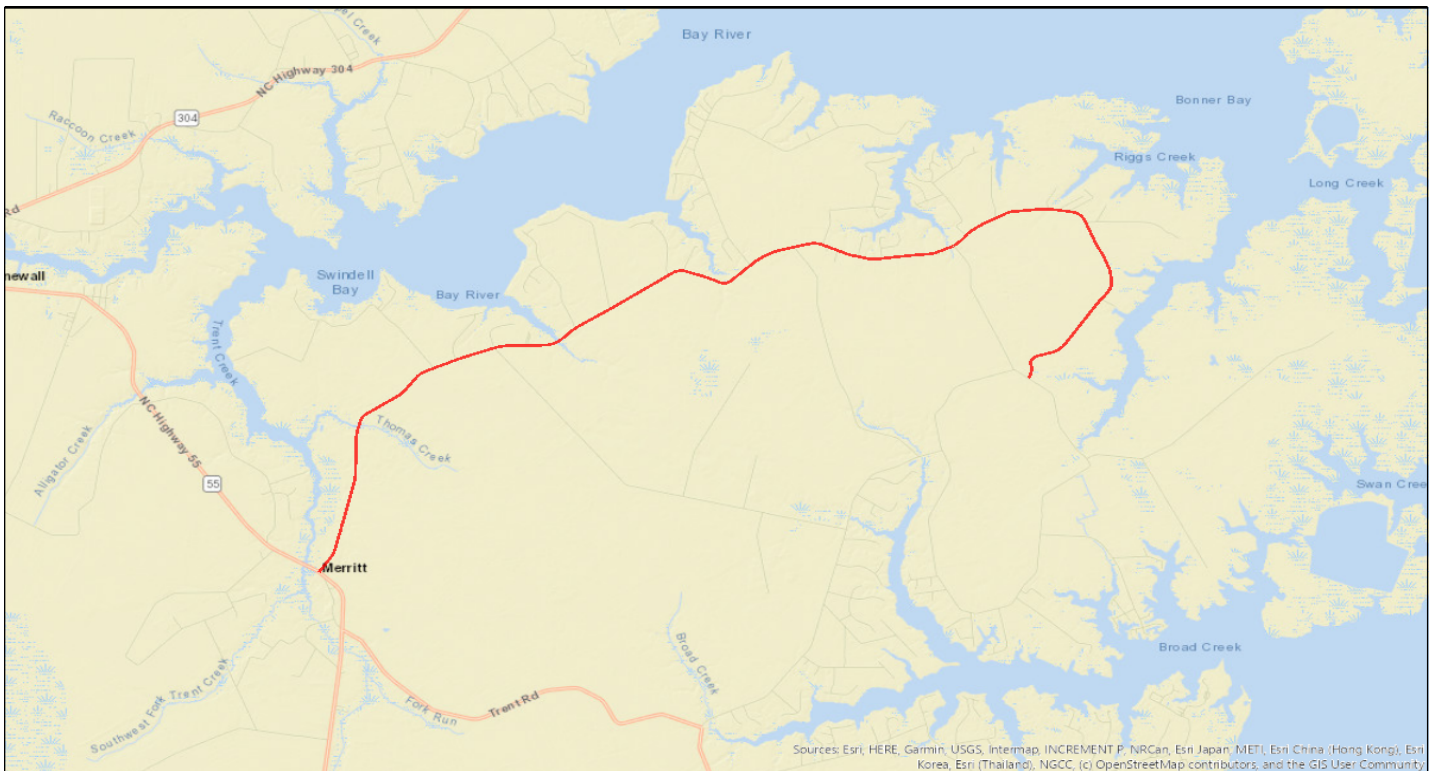
Improve SR 1324 (Florence Rd) in Pamlico County by widening travel lanes to 12ft, installing 4ft paved shoulders, and improved ditches.

Division(s): Division 2

County(s): Pamlico

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

Project Location



SR-1324 (Florence Rd)

SPOT ID: H230634

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	53
Length (miles):	9.17
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
Lane Width (ft):	9
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	650.39
Volume (PADT):	717.14
Peak ADT (PADT) Factor:	1.1
Capacity (vpd):	18,513.89
Volume (PADT)/Capacity Ratio:	0.04
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	21
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	61

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	53
Length (miles):	9.17
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Pamlico County CTP, 2009.
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$34,367,000	Cost Estimation Tool
Right-of-Way Cost:	\$368,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$34,735,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$34,735,000	

Project Purpose and Identified Needs

Primary Purpose: Improve a key rural route in eastern Pamlico County. Residents have identified the roadway as too narrow. Roadway is popular with truck traffic transporting boats.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H230752

Mode: Highway

Status: Submitted

NC-24 (Freedom Way)

From/Cross Street: SR 1147 (McCabe Rd)

Specific Improvement Type: 4 - Upgrade Arterial to Signalized RCI Corridor

To: US 70

Project Category: Statewide Mobility

Length: 2.51

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$156,329,000

Description:

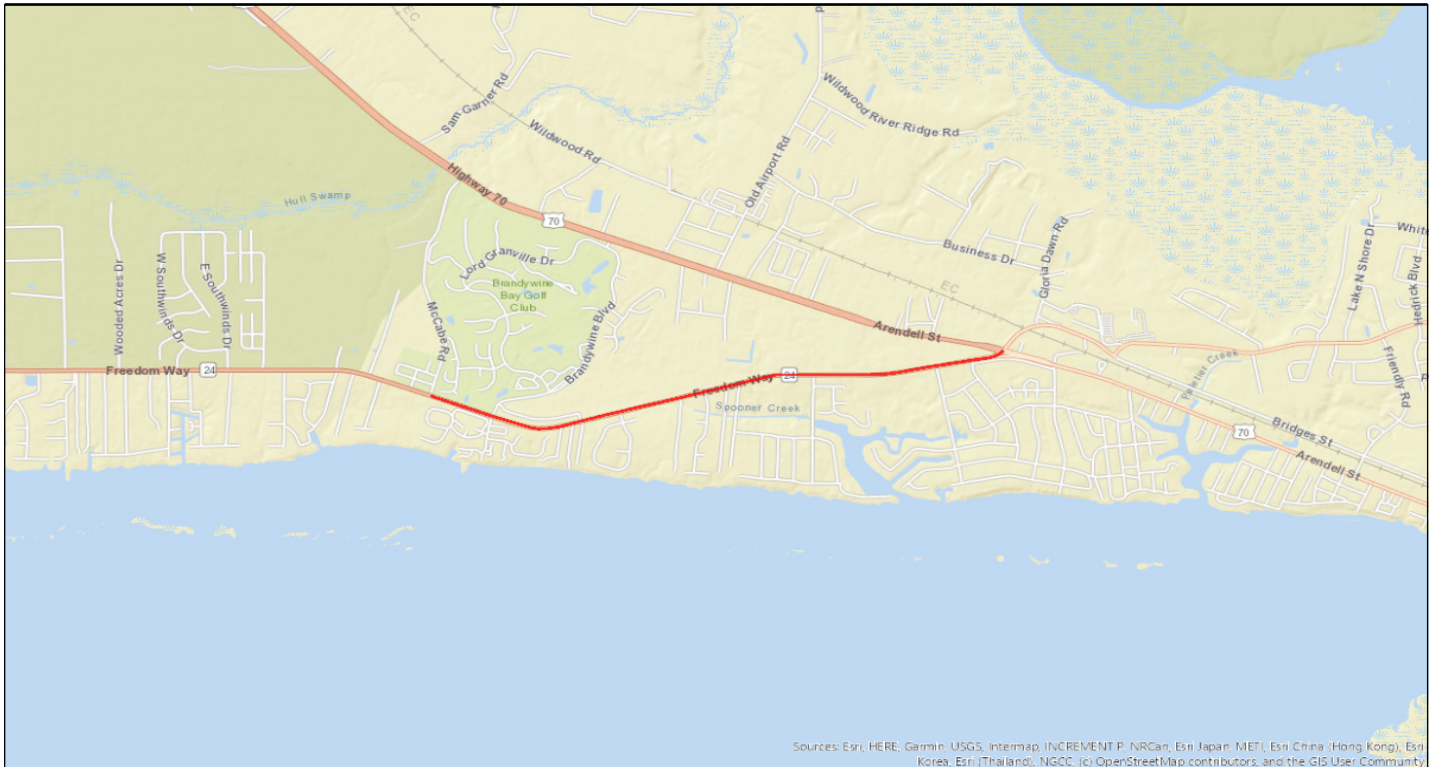
Upgrade NC 24 from McCabe Rd to US 70 in Morehead City to a RCI (Reduced Conflict Intersections, also known as a Superstreet) corridor.

Division(s): Division 2

County(s): Carteret

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

Project Location



NC-24 (Freedom Way)

SPOT ID: H230752

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with TWLTL (Five Lane)
Speed Limit (mph):	55
Length (miles):	2.51
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	19,953.33
Volume (PADT):	20,691.66
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	25,500
Volume (PADT)/Capacity Ratio:	0.81
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	1,490.51
Total Crashes:	155
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4F - 4 Lane Divided (17' & 6" Raised Median) with Curb & Gutter and Sidewalks
Speed Limit (mph):	45
Length (miles):	2.51
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$43,407,000	Cost Estimation Tool
Right-of-Way Cost:	\$98,193,000	Cost Estimation Tool
Utilities Cost:	\$14,729,000	Cost Estimation Tool
Total Project Cost:	\$156,329,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$156,329,000	

Project Purpose and Identified Needs

Primary Purpose: Improving NC 24 between Jacksonville and Morehead City is a major goal of NCDOT, as the highway connects Camp Lejeune to the Port of Morehead City. Between Swansboro in Onslow County and Morehead City, NCDOT would like to upgrade the entire corridor to include medians and RCIs. Carteret County is a major tourist attraction, with heavy seasonal traffic.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Modernization

SPOT ID: H230887

Mode: Highway

Status: Submitted

SR-1444 (Piney Neck Rd)

From/Cross Street: SR 1440 (Streets Ferry Rd)

Specific Improvement Type: 16 - Modernize Roadway

To: NC 118

Project Category: Division Needs

Length: 3.68

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$11,657,000

Description:

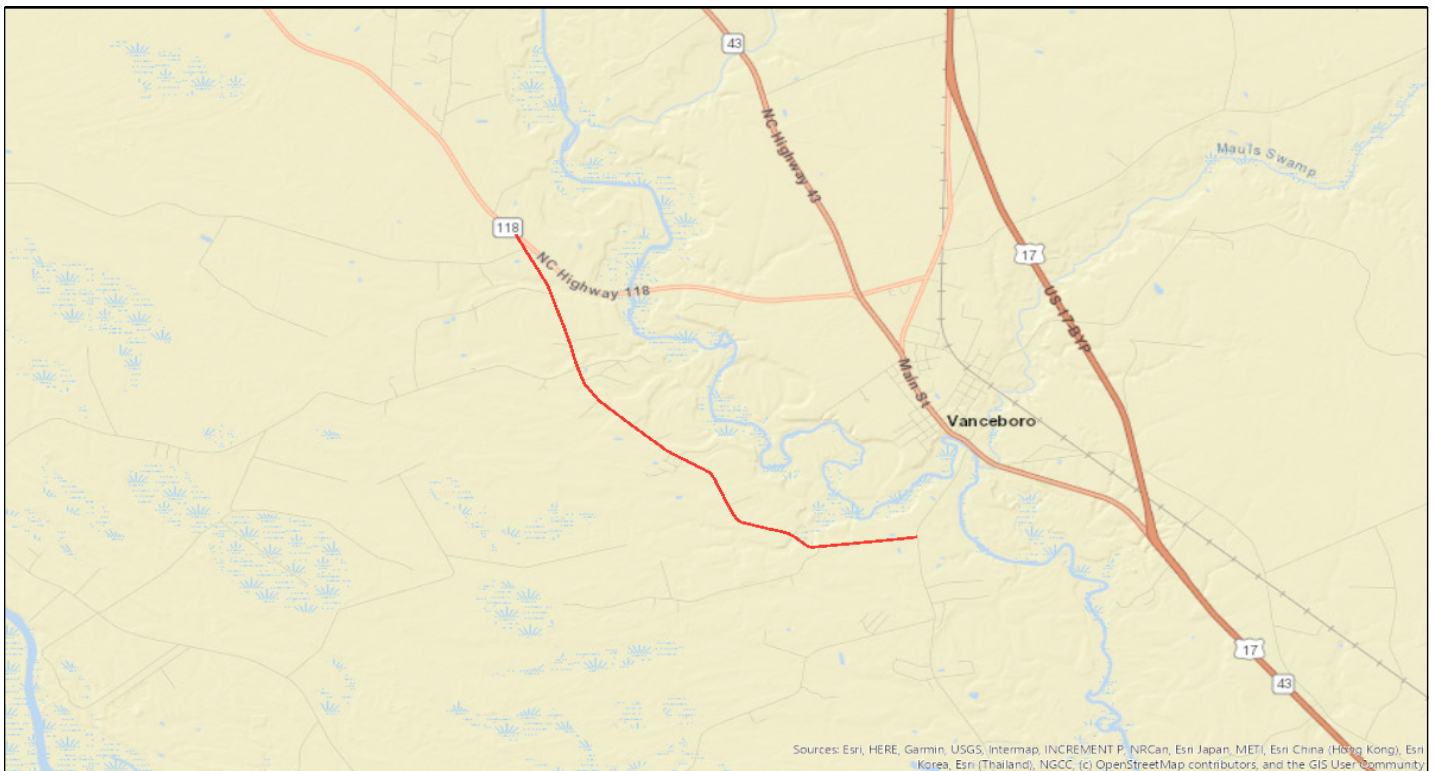
Modernize Piney Neck Rd with 12ft travel lanes, 4ft paved shoulders, and improved ditches.

Division(s): Division 2

County(s): Craven

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

Project Location



SR-1444 (Piney Neck Rd)

SPOT ID: H230887

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	50
Length (miles):	3.68
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	1,498.89
Volume (PADT):	1,598.89
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	17,600
Volume (PADT)/Capacity Ratio:	0.09
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	38
Crash Density (seg):	2.35
Crash Severity (seg):	3.91
Critical Crash Rate (seg):	0.78
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	89

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	50
Length (miles):	3.68
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
DOT Design Lane Width (ft):	11
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Craven County CTP, 2023
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$11,289,000	Cost Estimation Tool
Right-of-Way Cost:	\$368,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,657,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$11,657,000	

Project Purpose and Identified Needs

Primary Purpose: Piney Neck Rd was identified as needing improvement in the newly adopted Craven County CTP. Travel lanes are too narrow and there are no paved shoulders for bicycle travel.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H230948

Mode: Highway

Status: Submitted

NC-101

From/Cross Street: NC 306 (Ferry Rd)

Specific Improvement Type: 25 - Improve Multiple Intersections along Corridor

To: SR 1700 Adams Creek Rd

Project Category: Regional Impact

Length: 2.28

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,399,000

Description:

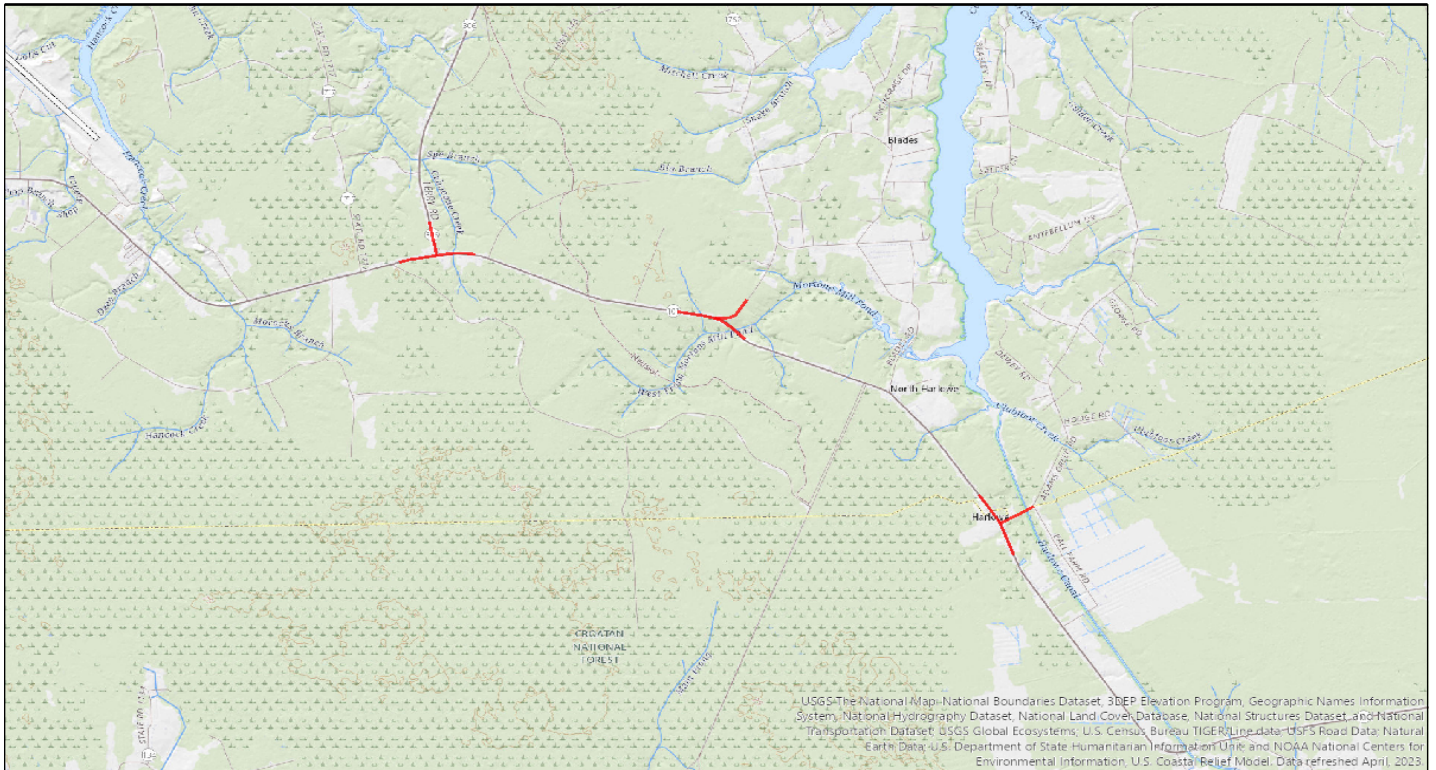
Improve intersections along NC 101 east of Havelock: Ferry Rd, Temples Point Rd and Adams Creek Rd.

Division(s): Division 2

County(s): Craven, Carteret

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

Project Location



NC-101

SPOT ID: H230948

Criteria Measures

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

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

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	54
Length (miles):	2.28
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	12,578.17
Volume (PADT):	13,368.84
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	37,651.46
Volume (PADT)/Capacity Ratio:	0.36
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	835.19
Total Crashes:	99
Crash Density (seg):	2.93
Crash Severity (seg):	7.17
Critical Crash Rate (seg):	0.64
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	98

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	54
Length (miles):	2.28
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Craven County CTP, 2023
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

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

Project Ownership**Division**

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

MPO/RPO

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

Project Cost and Source

Construction Cost:	\$2,848,000	Cost Estimation Tool
Right-of-Way Cost:	\$551,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$3,399,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$3,399,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility along the corridor.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: R170933

Mode: Rail

Status: Submitted

NS NB Line

Location: Crossing of Norfolk Southern NB Line and US 17 near Vanceboro. (Crossing #466 092D)

Specific Improvement Type: 3 - Highway-rail crossing improvement (point)

Project Category:

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

Construction of 4-lane divided grade separation at US 17 Bypass with NS and closure of existing at-grade crossing (Crossing #466 092D) near Vanceboro in Craven County.

Division(s) : Division 2

County(s) : Craven

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

Project Location



Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Craven County CTP, 2023
Right-of-Way Owner:	NS
Rail Operator:	NS
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$0
Source of Cost Estimation:	N/A

Project Ownership

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

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

Project Purpose and Identified Needs

Primary Purpose: Improve rail mobility and eliminate rail/auto collisions at location. Improve auto mobility by allowing for US 17 widening to multi-lanes.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: R171550

Mode: Rail

Status: Submitted

NS EC Line

Location: Chatham Street north to end of Howard Boulevard in Newport, Carteret County

Specific Improvement Type: 3 - Highway-rail crossing improvement (point)

Project Category:

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

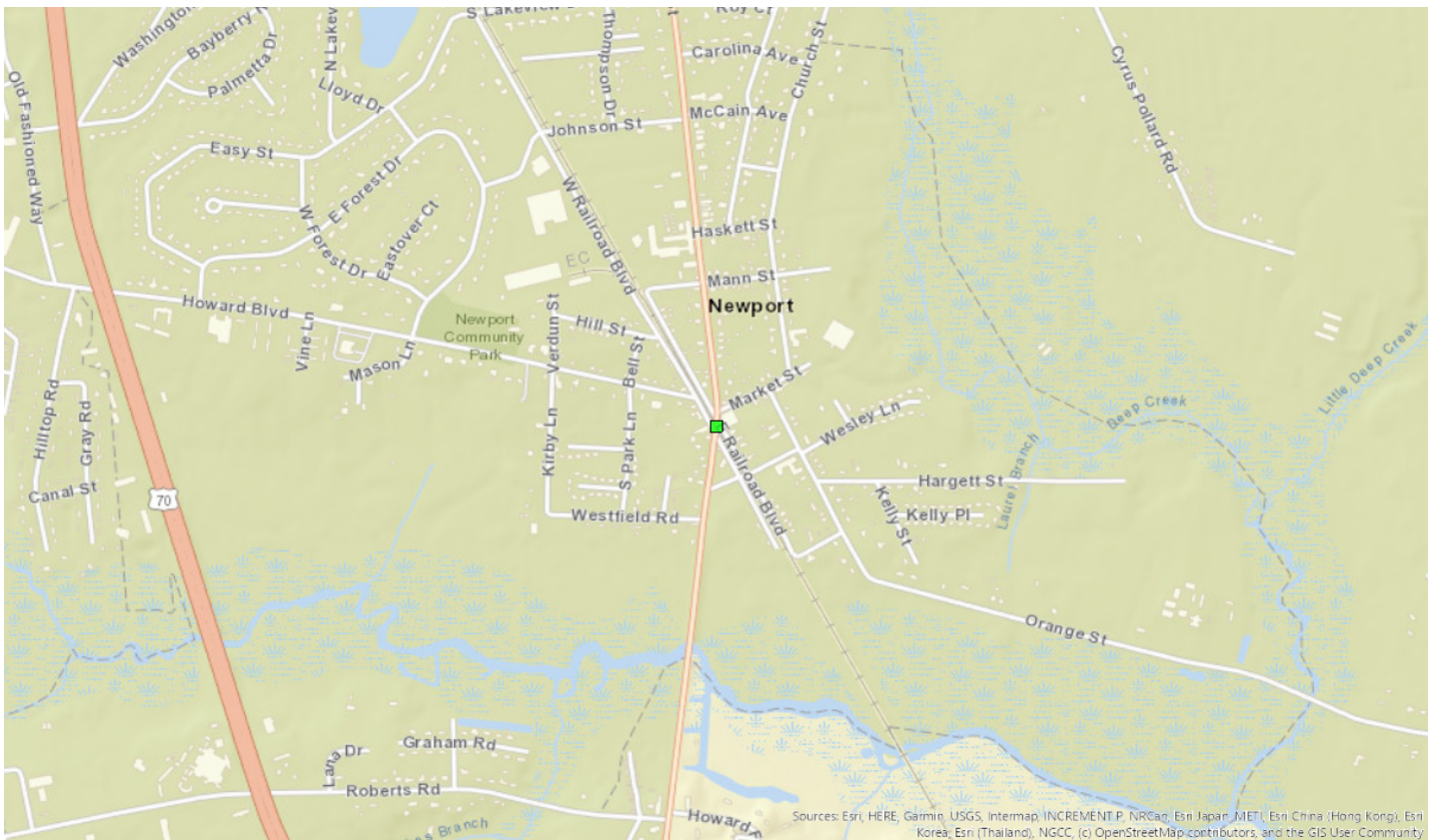
Construction of new at-grade crossing at SR 1124 (Howard Boulevard) and extension to Orange Street with closure of existing crossing # 722 664H on E Chatham Street near Newport

Division(s) : Division 2

County(s) : Carteret

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

Project Location



Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Right-of-Way Owner:	NCRR
Rail Operator:	NS
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$0
Source of Cost Estimation:	N/A

Project Ownership

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

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

Project Purpose and Identified Needs

Primary Purpose: Improve rail and vehicular safety and mobility. Project would simplify rail line crossing and reduce auto/train conflict points.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: R171669

Mode: Rail

Status: Submitted

NCRR/NS EC Line

Location: US 70 EB and WB at NCRR/NS EC Line **Specific Improvement Type:** 3 - Highway-rail crossing improvement (point)

Project Category:

TIP #: P-5742

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3

Description:

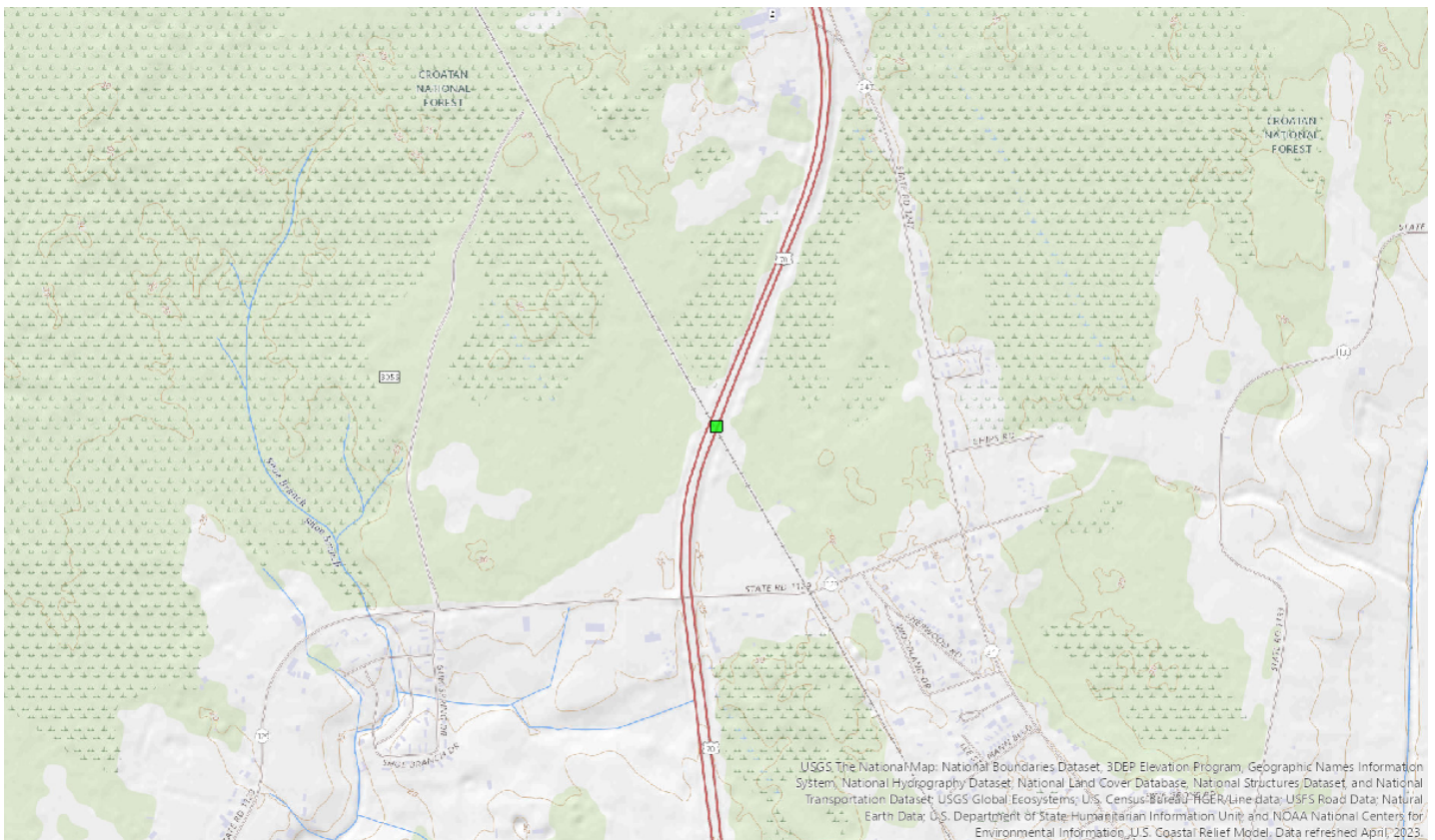
Construction of grade separations at US 70 Eastbound (Crossing # 722 672A) and US 70 Westbound (Crossing # 949 747C) and closure of existing at-grade crossings near Newport.

Division(s) : Division 2

County(s) : Carteret

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

Project Location



Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Right-of-Way Owner:	NCRR
Rail Operator:	NS
Submitted by:	Division 2
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$1
Utilities Cost:	\$1
Construction Cost:	\$1
Total Project Cost:	\$3
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3
Source of Cost Estimation:	TBD-Carryover

Project Ownership

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

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

Project Purpose and Identified Needs

Primary Purpose: Improve safety and increase mobility

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: R171837

Mode: Rail

Status: Submitted

Camp Lejeune Railroad (CPLJ)

Location: Lake Road southwest of Havelock in Craven County

Specific Improvement Type: 3 - Highway-rail crossing improvement (point)

Project Category:

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

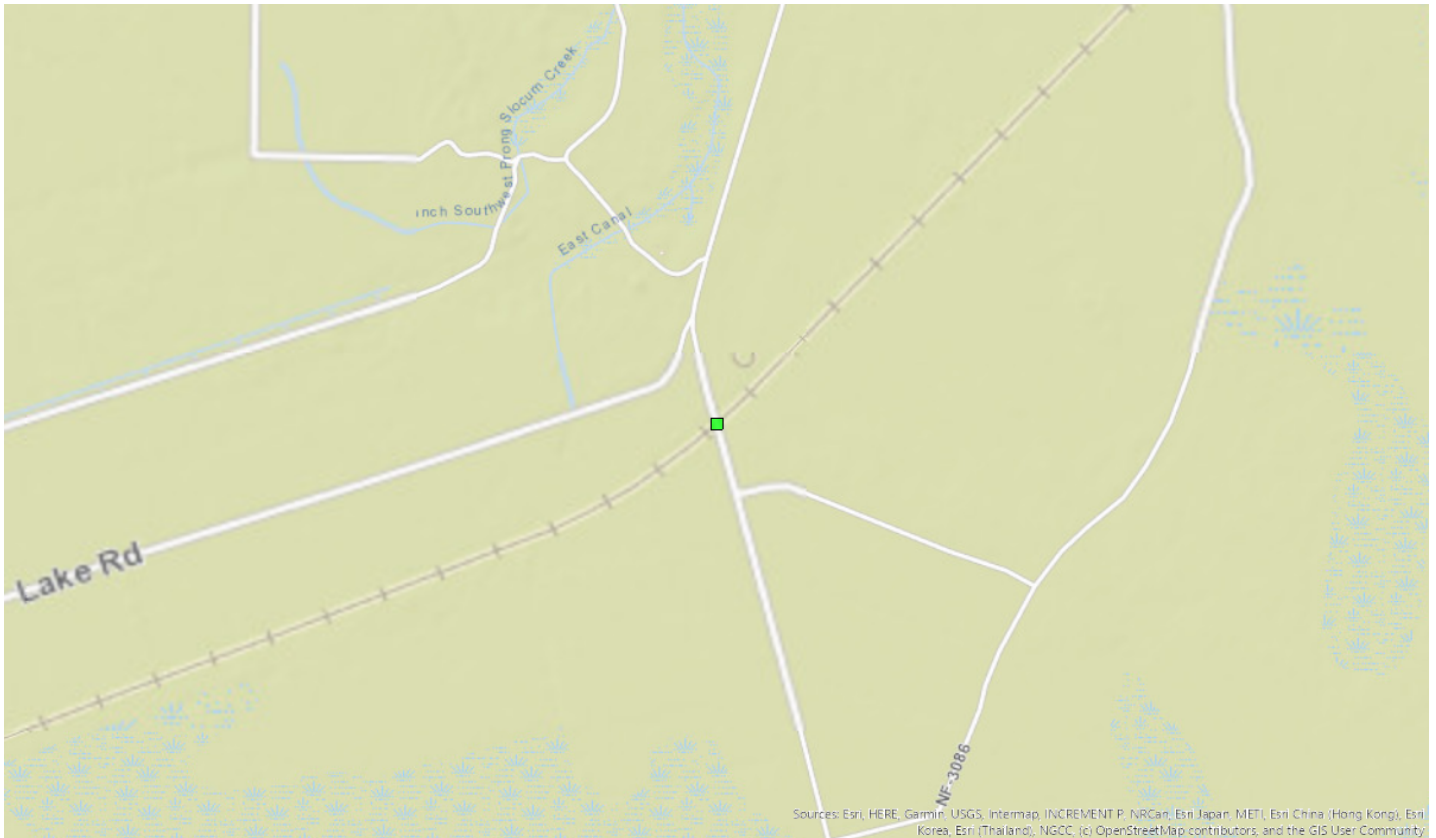
Construction of grade separation at SR 1756 (Lake Road) and closure of existing at-grade crossing (Crossing # 722 882P) near Havelock.

Division(s) : Division 2

County(s) : Craven

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

Project Location



Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Right-of-Way Owner:	United States Army
Rail Operator:	NS/CPLJ
Submitted by:	Down East RPO
Original Submitter:	Down East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$0
Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$0
Source of Cost Estimation:	N/A

Project Ownership

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

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

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility for rail and vehicular traffic.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: R230525

Mode: Rail

Status: Submitted

NCRR NC Line Morehead City to Raleigh

Location: NCRR NC Line Morehead City to Raleigh

Specific Improvement Type: 5 - Passenger rail service (line)

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3

Description:

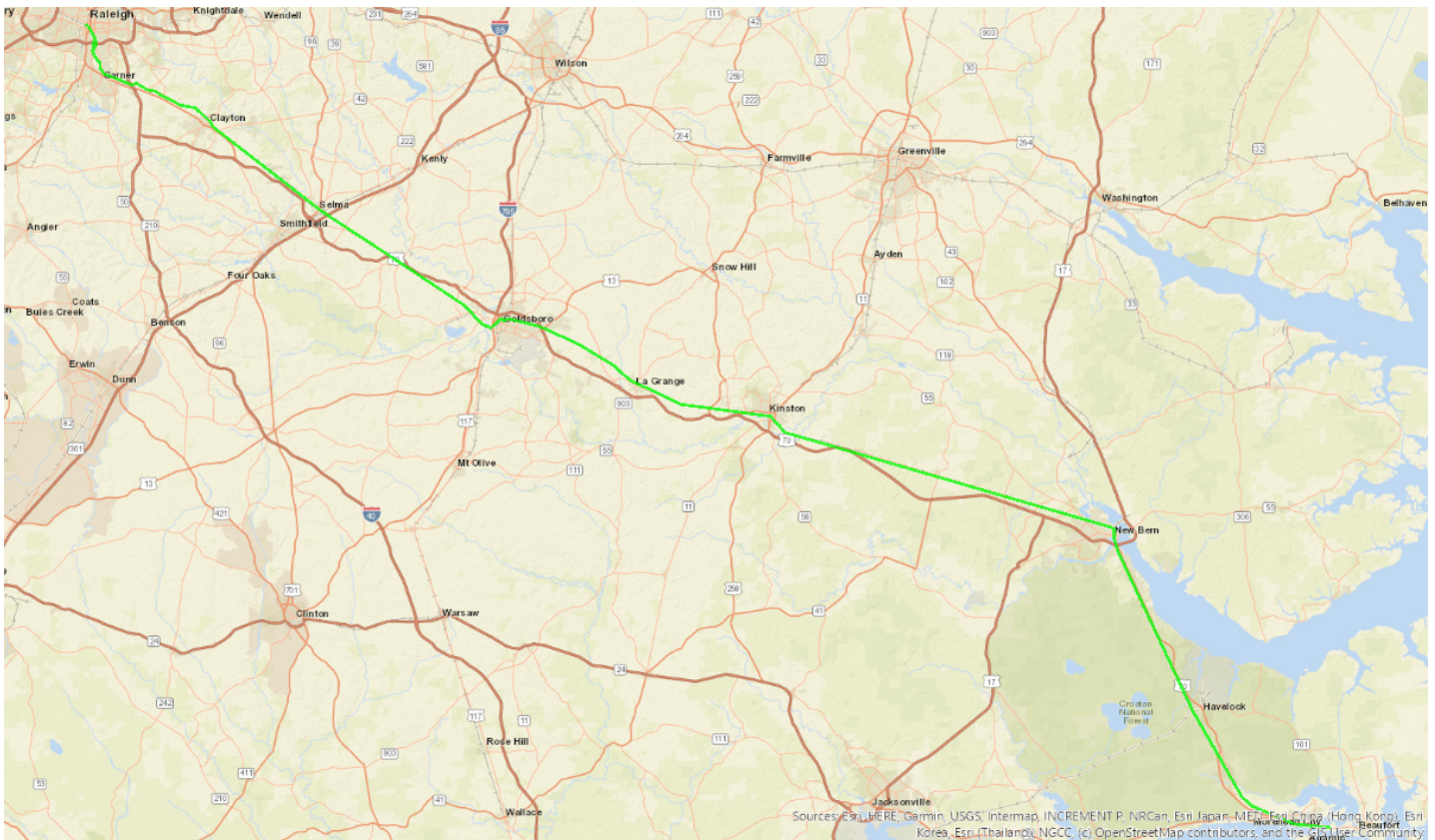
Upgrade rail infrastructure to support new passenger service from Morehead City to Raleigh on the NCRR NC Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day.

Division(s) : Division 2, Division 4, Division 5

County(s) : Craven, Johnston, Wayne, Lenoir

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

Project Location



Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Statewide Rail Plan 2023
Right-of-Way Owner:	NCRR
Rail Operator:	NCRR
Submitted by:	Goldsboro Urban Area MPO
Original Submitter:	Goldsboro MPO

Project Cost:

Right-of-Way Cost:	\$1
Utilities Cost:	\$1
Construction Cost:	\$1
Total Project Cost:	\$3
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3
Source of Cost Estimation:	1

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
Division 2	57	0	0
Division 4	33	0	0
Division 5	10	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	70	0	0
New Bern Area MPO	15	0	0
Capital Area MPO	15	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Provide a safer alternative transportation option and provide a regional connection between Central NC and Eastern NC

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary

SPOT ID: R230526

Mode: Rail

Status: Submitted

NCRR NC Line Morehead City to Goldsboro

Location: NCRR NC Line Morehead City to Goldsboro

Specific Improvement Type: 5 - Passenger rail service (line)

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3

Description:

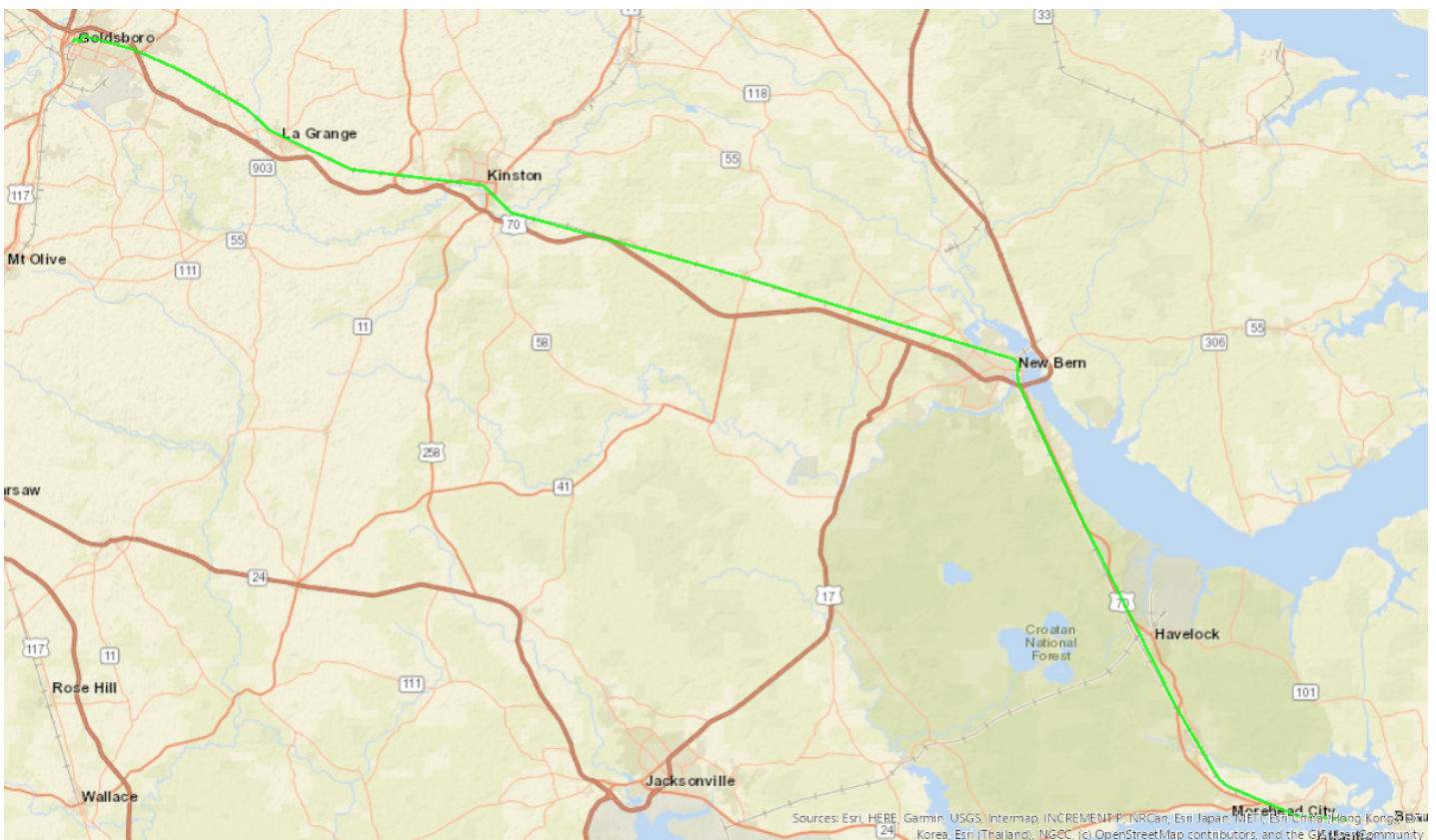
Upgrade rail infrastructure to support new passenger service from Morehead City to Goldsboro on the NCRR NC Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project would also include a maintenance facility at one endpoint.

Division(s) : Division 2, Division 4

County(s) : Craven, Lenoir, Carteret, Wayne

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

Project Location



Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Benefit-Cost	Benefit-Cost Value (100%)	0	0
System Opportunities	Accessibility/Connectivity Value (50%)	0	0
	Multimodal Value (50%)	0	0
Safety	Safety Value (100%)	0	0
Capacity and Diversion	Volume/Capacity Value (75%)	0	0
	Highway Diversion Value (25%)	0	0
Economic Competitiveness	Economic Competitiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Included in Plan?	Yes
Name and Year of Plan:	Statewide Rail Plan 2023
Right-of-Way Owner:	NCRR
Rail Operator:	NCRR
Submitted by:	Goldsboro Urban Area MPO
Original Submitter:	Goldsboro MPO

Project Cost:

Right-of-Way Cost:	\$1
Utilities Cost:	\$1
Construction Cost:	\$1
Total Project Cost:	\$3
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3
Source of Cost Estimation:	1

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
Division 2	88	0	0
Division 4	12	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Down East RPO	57	0	0
New Bern Area MPO	23	0	0
Eastern Carolina RPO	20	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: To provide a safer alternative method of transportation between Goldsboro and Morehead City

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.