

MID-EAST Rural Planning Organization

Prioritization 7.0 - Submitted Projects



Adopted by the TCC & TAC on: 9/14/2023 | Submitted to the NCDOT SPOT Office on: 10/27/2023

NOVEMBER 2023

NOTE

ALL PROJECTS IN THIS DOCUMENT HAVE BEEN SUBMITTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR REVIEW AND SCORING. AT THIS TIME, NONE OF THE PROJECTS INCLUDED ARE FUNDED AND/OR SCHEDULED FOR DELIVERY. PROJECT SPECIFICATIONS AND COST ESTIMATES ARE SUBJECT TO CHANGE.



PRIORITIZATION 7.0 - SUBMITTED PROJECTS

**Adopted by the Technical Coordinating Committee and Transportation Advisory Committee on:
September 14, 2023.**

**Submitted to NCDOT Strategic Prioritization Office of Transportation on:
October 27, 2023**

Transportation Advisory Committee (TAC)

Dempsey Bond, Jr., Chairman | Charlotte Griffin, Vice-Chairwoman

Allen Moran, John Rebholz, Kathy Parker, Melvin McLawhorn, Merrie Jo Alcock, Tom Richter, Ed Booth
(Alternate), Benji Holloman (Alternate).

Technical Coordinating Committee (TCC)

Brian Alligood, Chairman | James Rhodes, Vice-Chairman

Angela Ellis, Cameron Braddy, Earl Malpass, Eliud De Jesus, Eric Pearson, Frank Halsey Jr, Glen Moore,
James Bennett, Jeff Rashko, Jerry McCrary, Jonas Hill, Jonathan Russell, Judi Lannon, Kurt Ryan, Lynn
Davis, Mike Dail, Steve Biggs, Rhonda Suggs, Tina Brown, Tina Dixon

Staff

Bryant Buck, Executive Director
Mid-East Commission

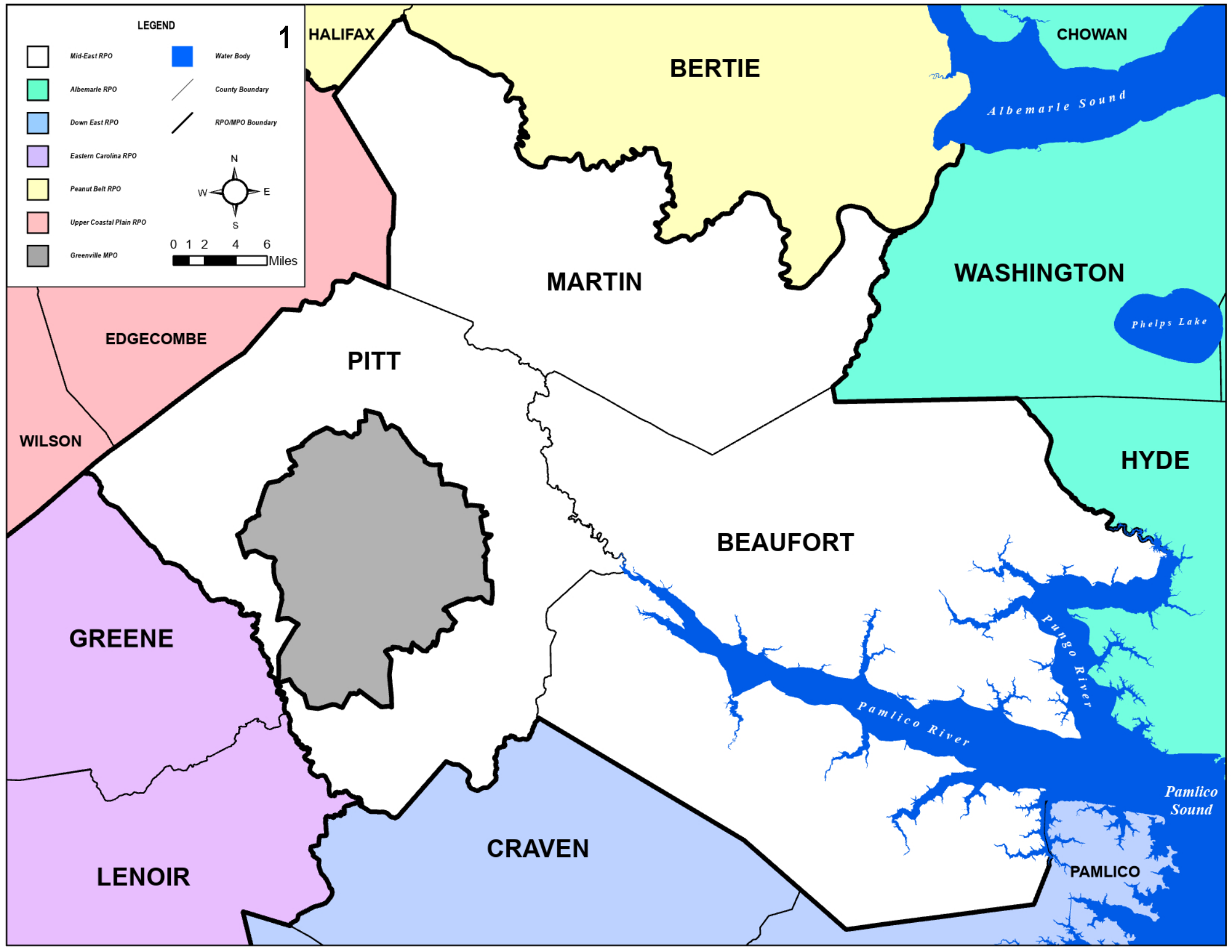
Pat Harris, Director
Planning, Economic Development & Community Services
Mid-East Commission

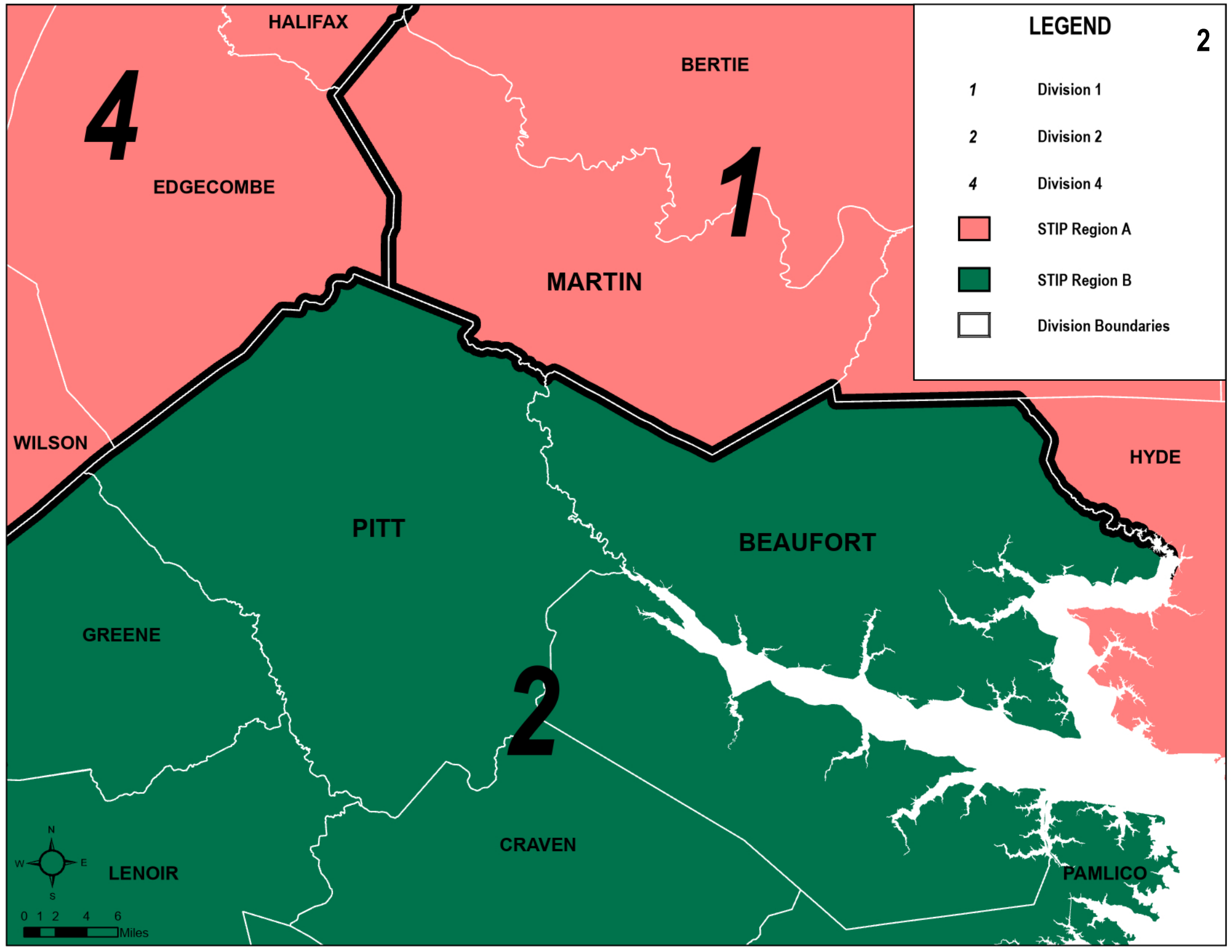
Sam Singleton
Transportation Planner, Mid-East Commission
Director, Mid-East Rural Planning Organization

**MID-EAST RURAL PLANNING ORGANIZATION
PRIORITIZATION 7.0 - SUBMITTED PROJECTS**




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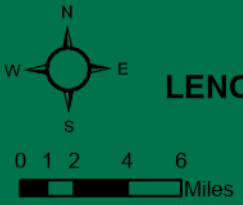
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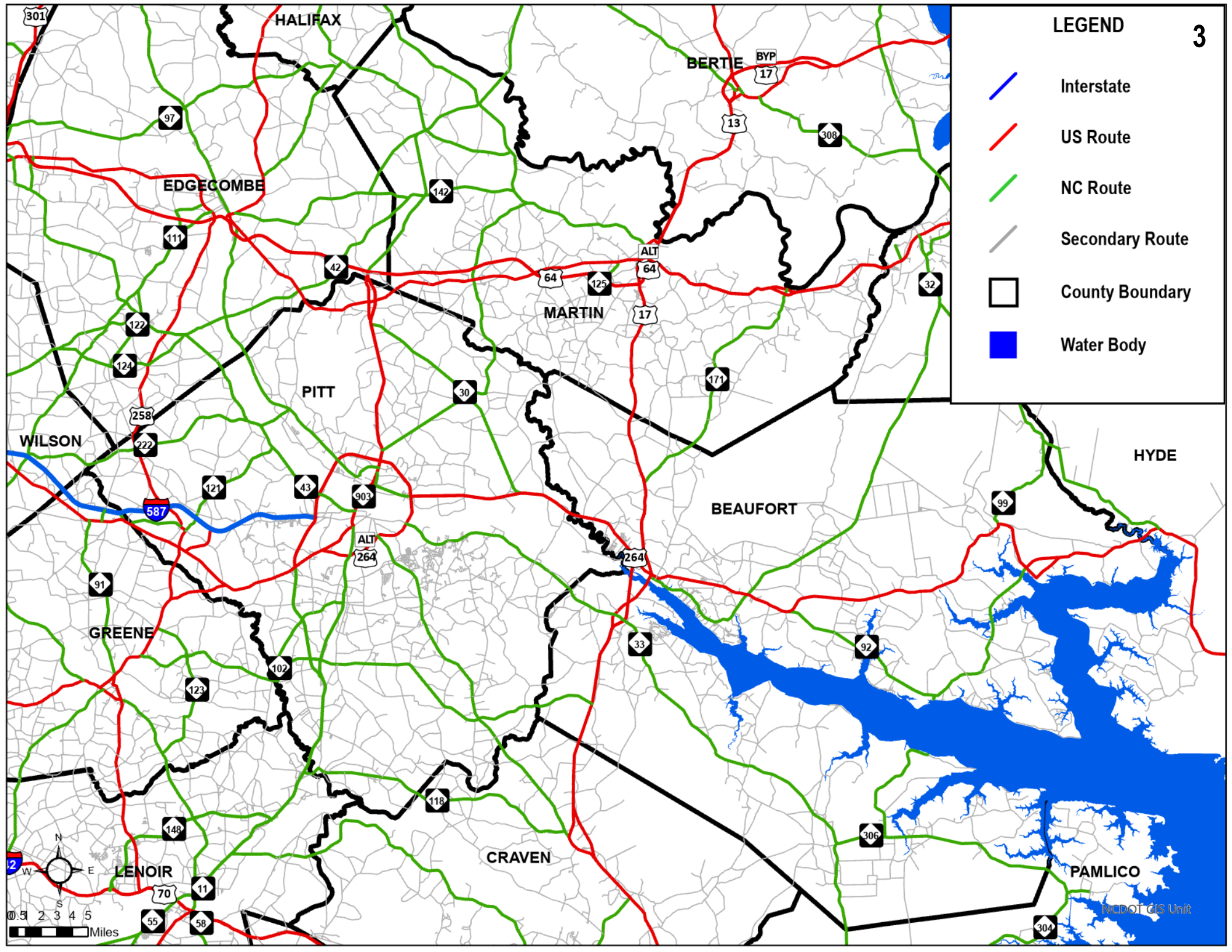




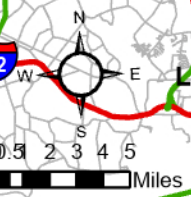
LEGEND

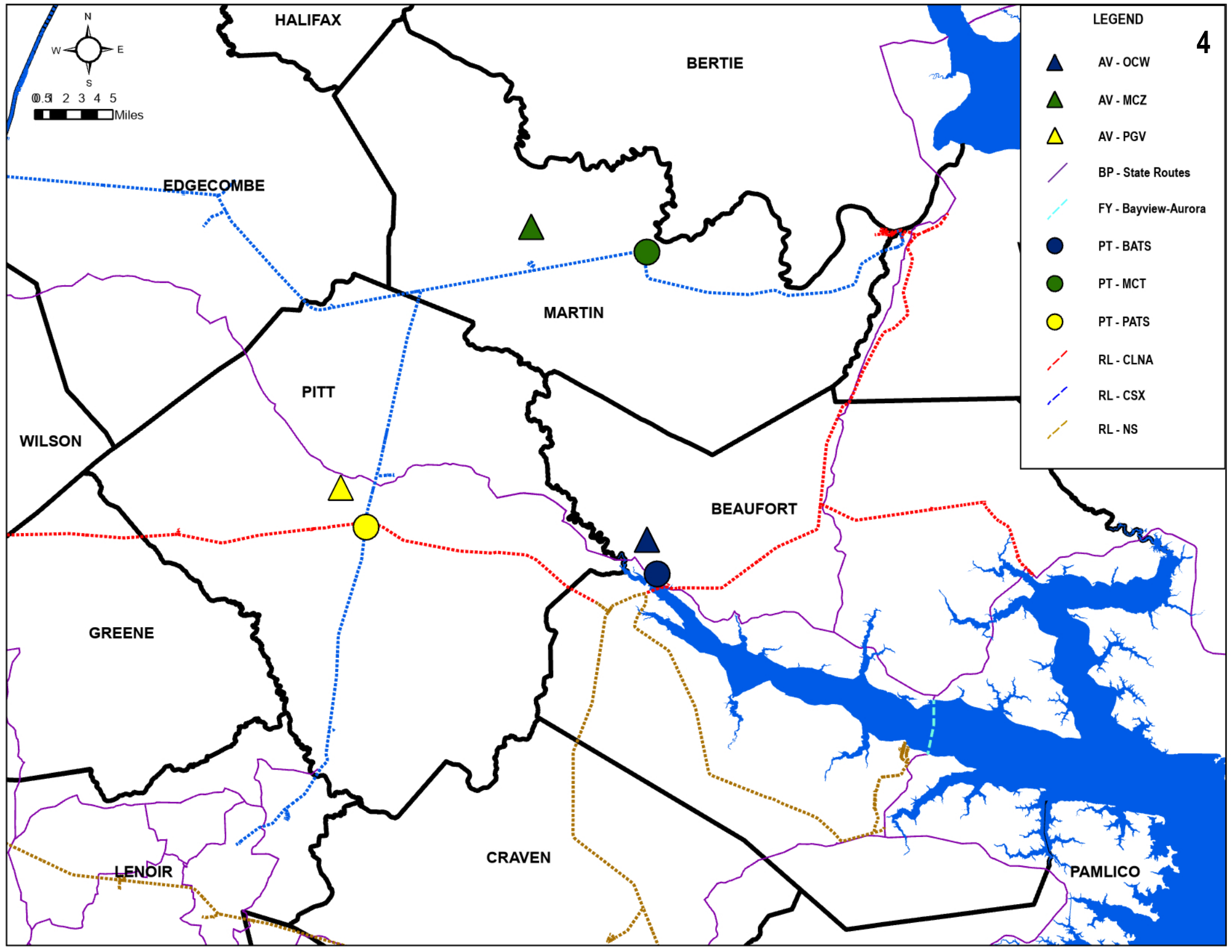
- 1 Division 1
- 2 Division 2
- 4 Division 4
-  STIP Region A
-  STIP Region B
-  Division Boundaries





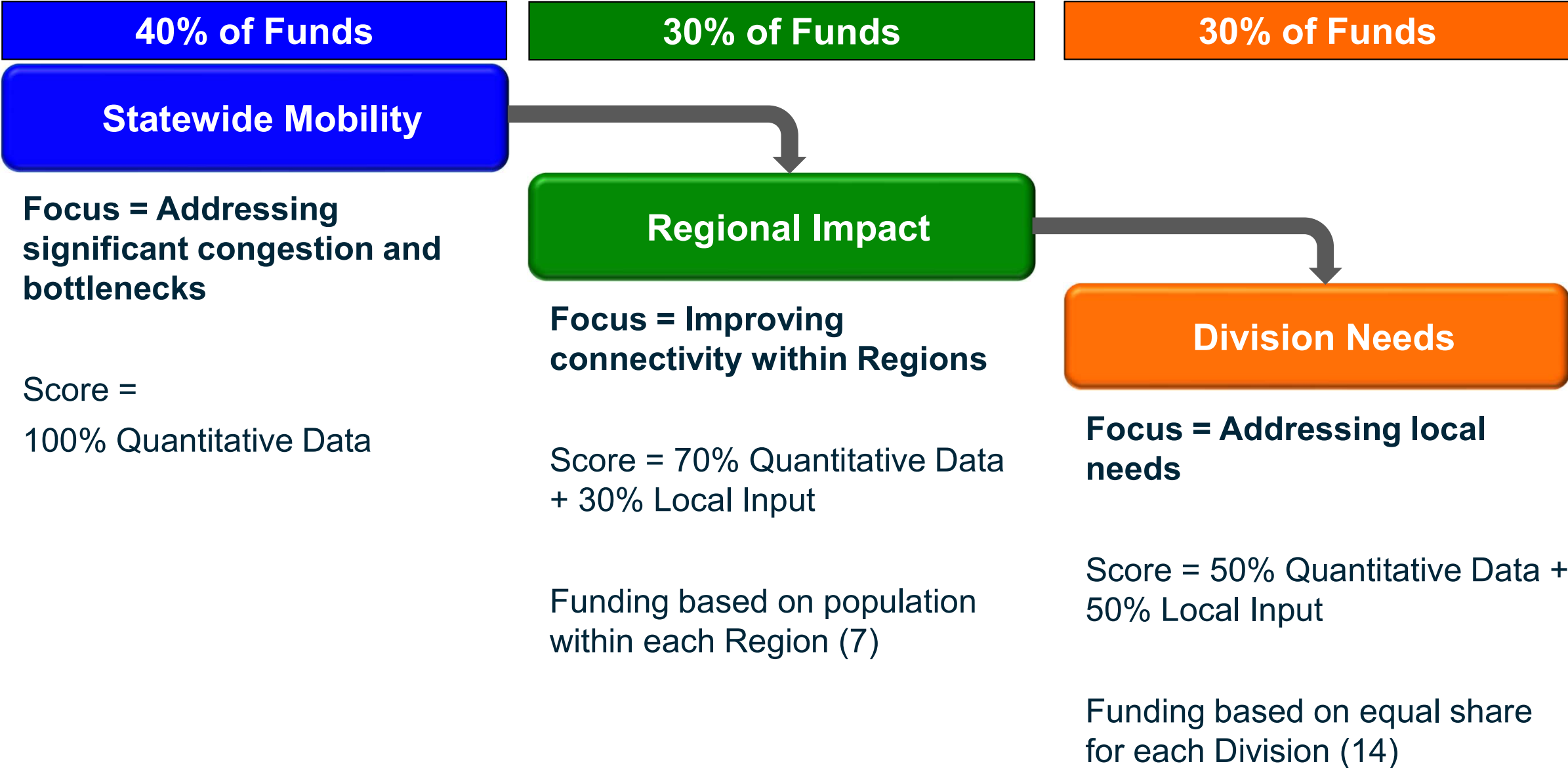
- Interstate
- US Route
- NC Route
- Secondary Route
- County Boundary
- Water Body





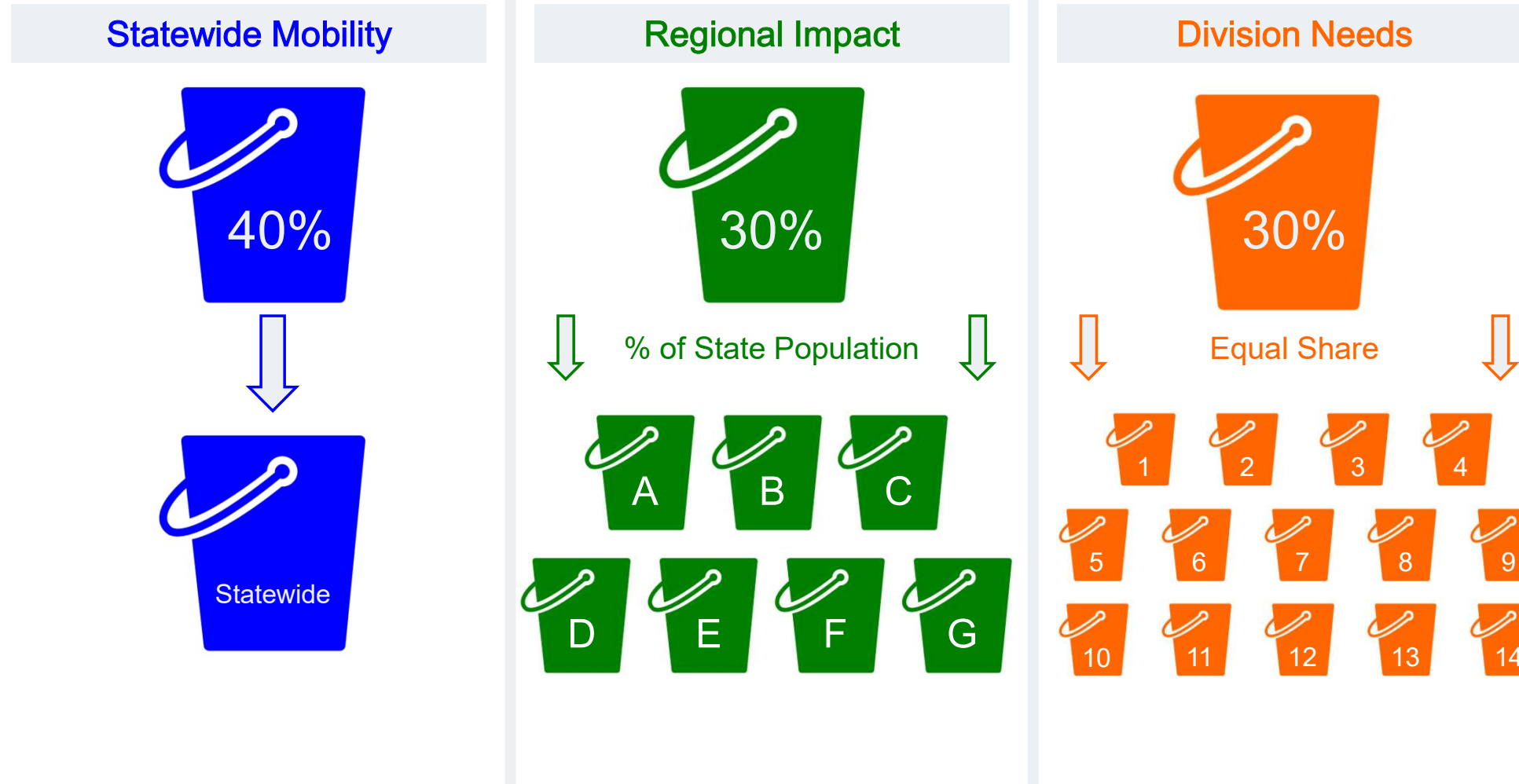
- ▲ AV - OCV
- ▲ AV - MCZ
- ▲ AV - PGV
- BP - State Routes
- - - FY - Bayview-Aurora
- PT - BATS
- PT - MCT
- PT - PATS
- - - RL - CLNA
- - - RL - CSX
- - - RL - NS

How STI Works

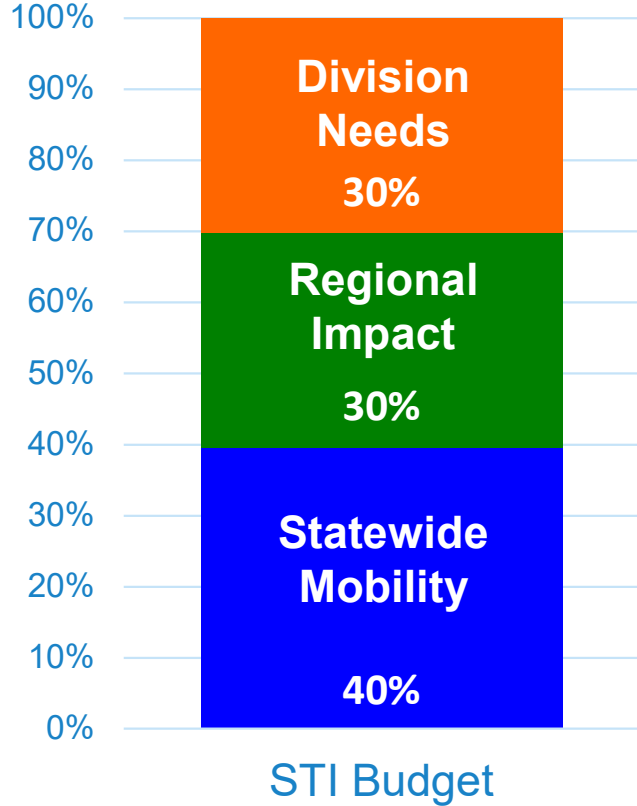


STIP Funding Distribution

*Produced by
SPOT Office*



STI Categories



Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> Interstates (existing & future) National Highway System routes (as of 2013) STRAHNET¹ Designated Toll Facilities 	Other US and NC Routes	<ul style="list-style-type: none"> All Secondary Roads (SR) Federal-Aid Eligible Local Roads
Aviation	Large Commercial Service Airports	Other Commercial Service Airports not in Statewide	All Airports without Commercial Service (General Aviation)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state highway trust funds)
Public Transportation	N/A	Service spanning two or more counties	All other service, including terminals and stations
Ferry	N/A	Vessel or infrastructure expansion	Replacement vessels
Rail	Freight Service on Class-I Railroad Corridors	Rail service spanning two or more counties not in Statewide	All other service, including terminals and stations (no short lines)

Produced by SPOT Office

¹ STRAHNET – Strategic Highway Network, system of roads deemed necessary for emergency mobilization and peacetime movement of personnel and equipment to support U.S. military operations

Scoring Process

Produced by SPOT Office

Projects Submitted by MPOs, RPOs, & Divisions



1. Reviewed for eligibility
2. Data screened & developed
3. Quantitative scores calculated

Statewide Mobility
40% of Funds

1. Projects programmed
2. Projects not programmed cascaded to next category

Regional Impact
30% of Funds

1. Local input points assigned
2. Total scores calculated
3. Projects programmed
4. Projects not programmed cascaded to next category

Division Needs
30% of Funds

1. Local input points assigned
2. Total scores calculated
3. Projects programmed

Statewide Mobility Score =
100% Quantitative

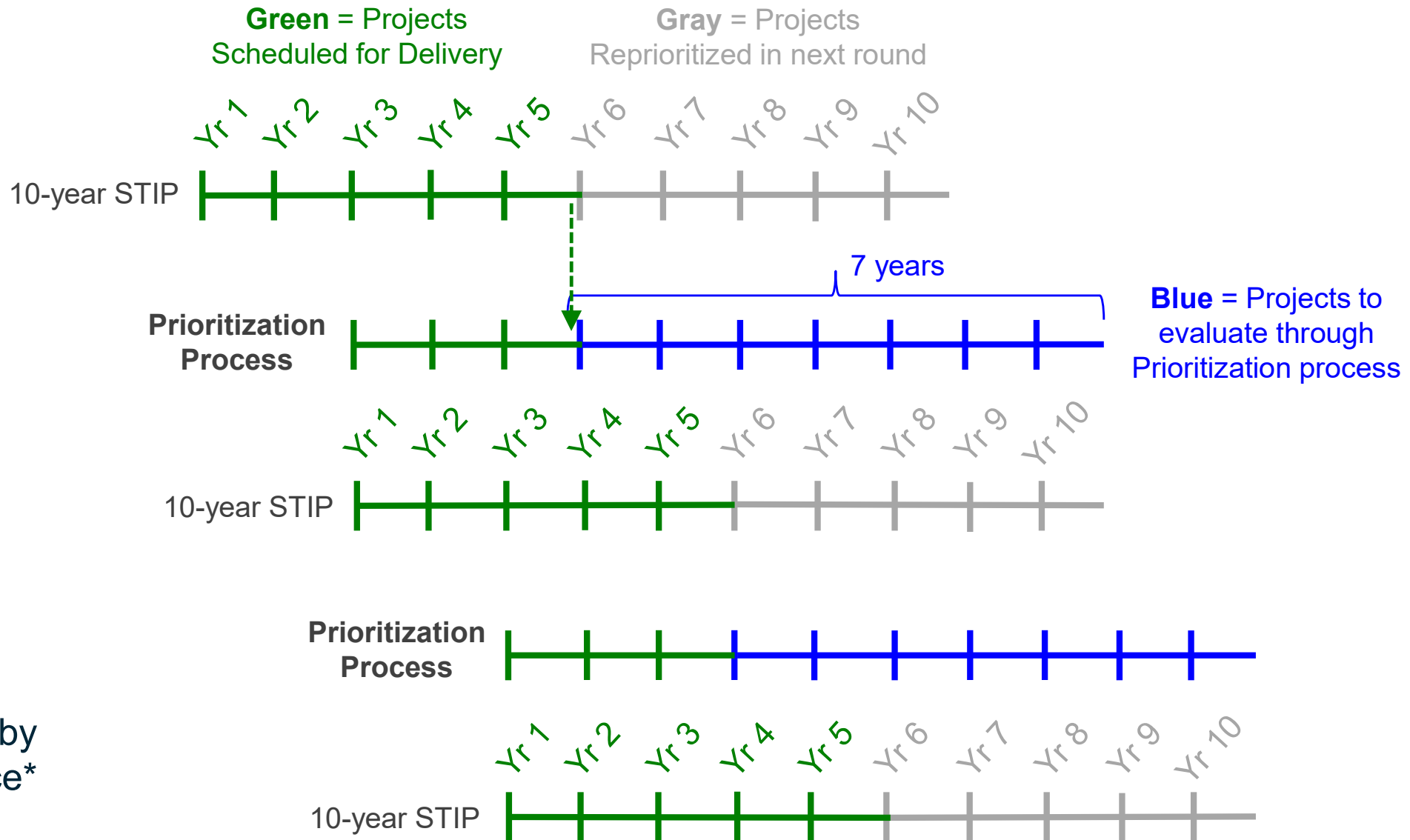
Regional Impact Score =
70% Quantitative +
30% Local Input

Division Needs Score =
50% Quantitative +
50% Local Input

State Transportation Improvement Program (STIP)

- STIP identifies funding and scheduling of projects in NCDOT's capital program (~55% of DOT Budget)
- 10 Year Program (currently 2020-2029)
 - First half is "Delivery STIP" – committed projects
 - Second half is "Developmental STIP" – projects in early scoping and environmental development stage
- Updated approximately every 2 years
- STIP contains different project types:
 - Highway & non-highway (Prioritization)
 - Bridges, safety, Interstate Maintenance, CMAQ

Projects Scheduled for Delivery / Years Subject to Reprioritization

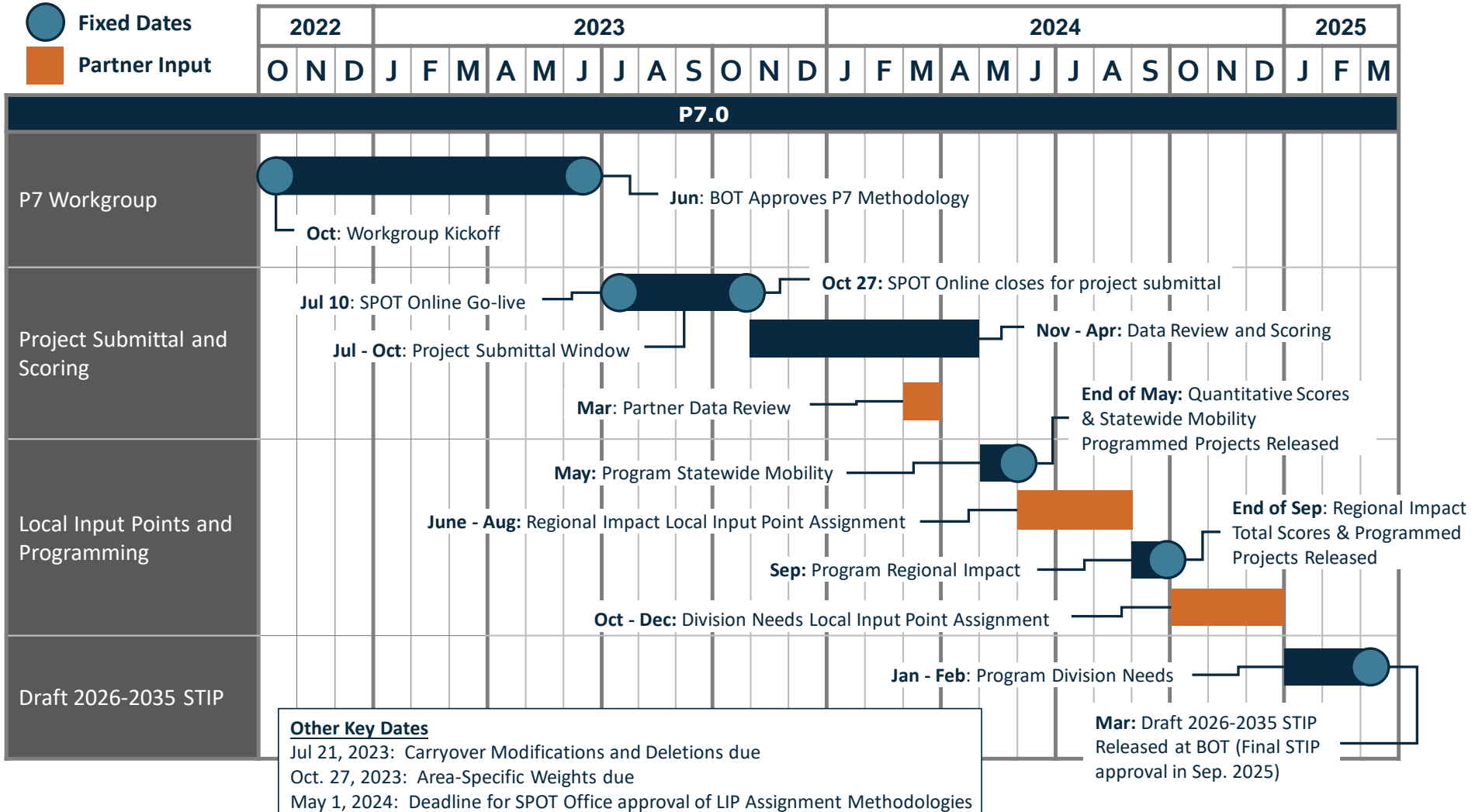


P7 Schedule

Schedule Revision – September 8, 2023

Dates set per P7 Workgroup in October 2022

- Fixed Dates
- Partner Input



**MID-EAST RURAL PLANNING ORGANIZATION
PRIORITIZATION 7.0 SUBMITTAL DATA**

Total P7 Projects: **65**

Submitted by MERPO: **54**

Submitted by Other: **11**

Aviation Projects: **4**

Bicycle & Pedestrian Projects: **18**

Ferry Projects: **6**

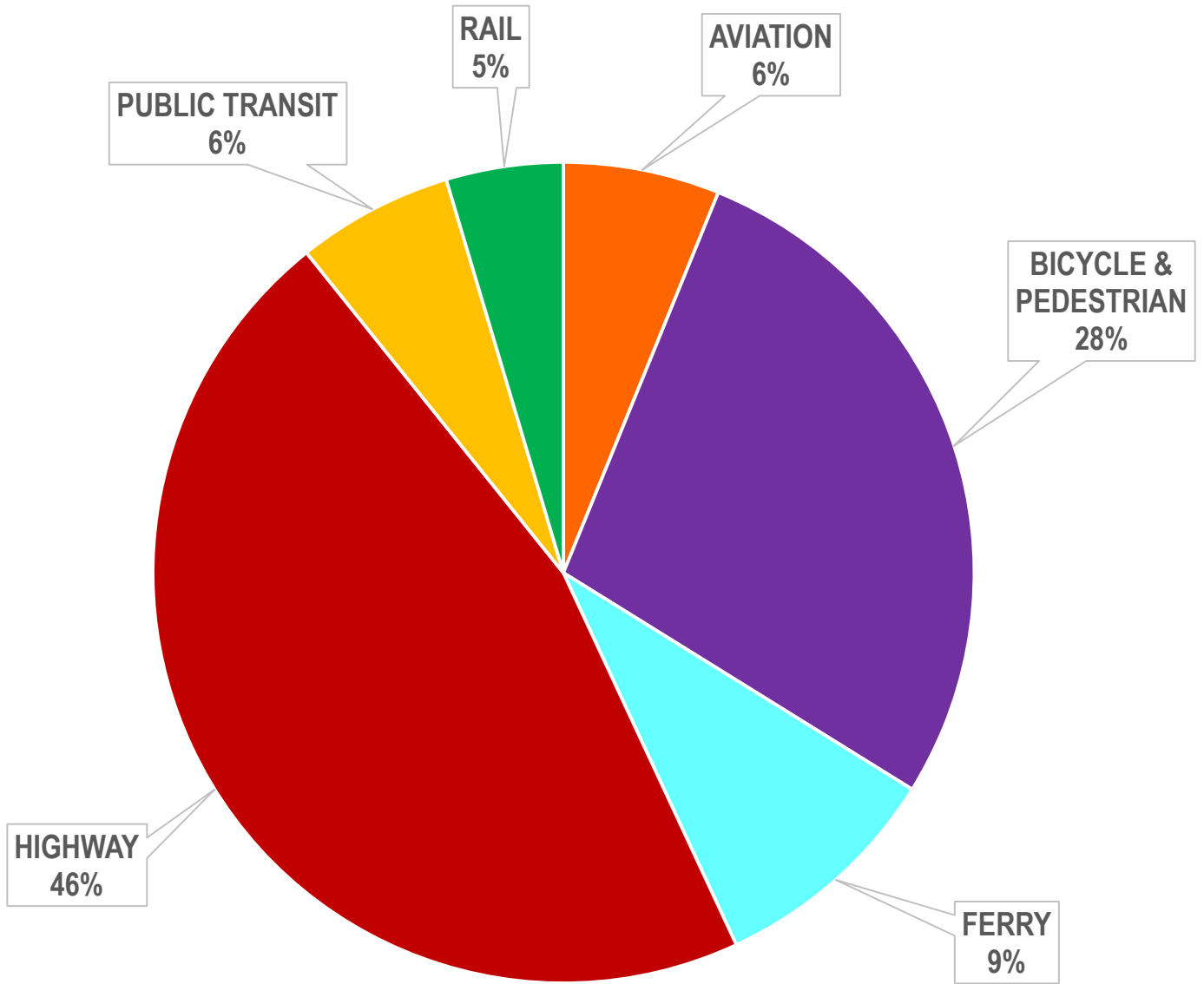
Highway Projects: **30**

Public Transit Projects: **4**

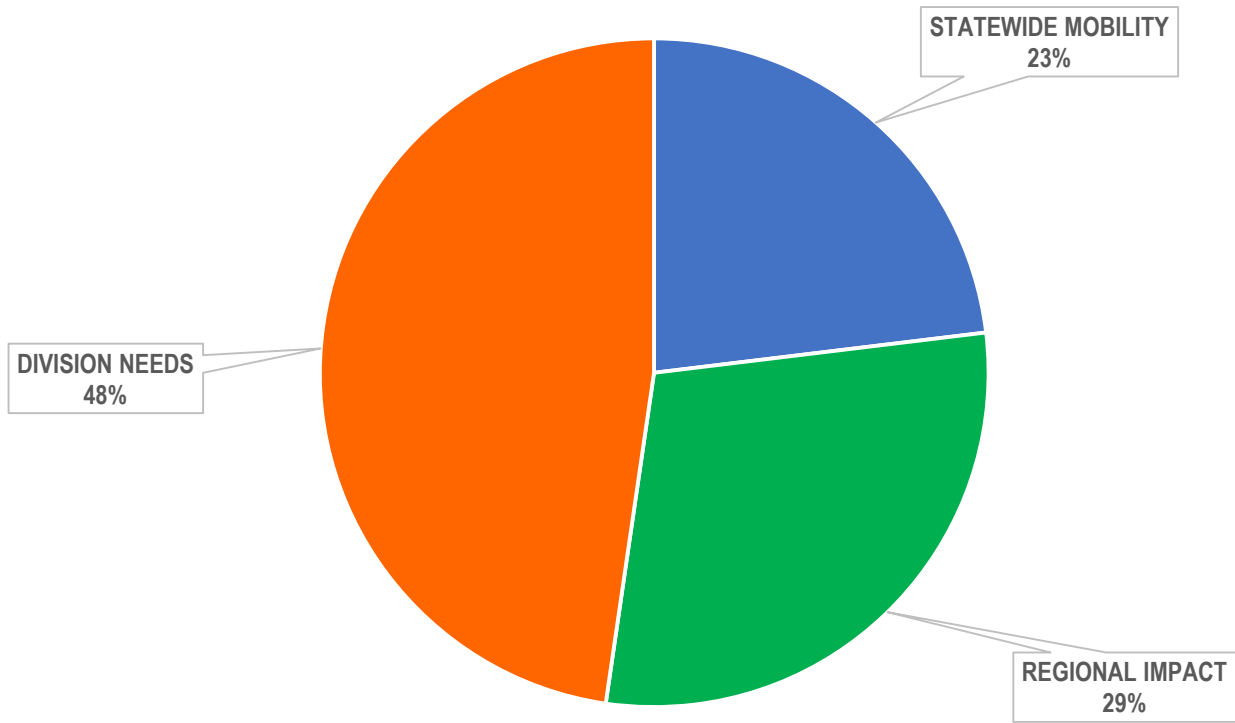
Rail Projects: **3**

Combined Estimated Cost for all Projects: **\$5,567,858,165.94**

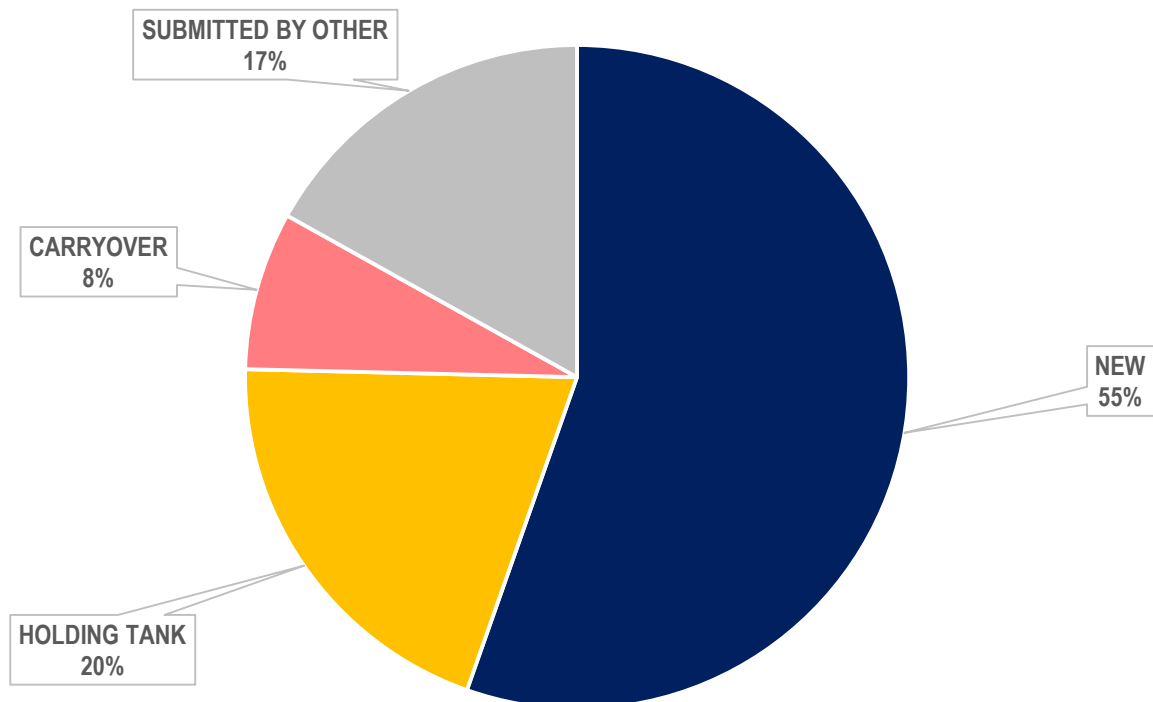
PERCENTAGE OF PROJECT SUBMITTALS BY MODE



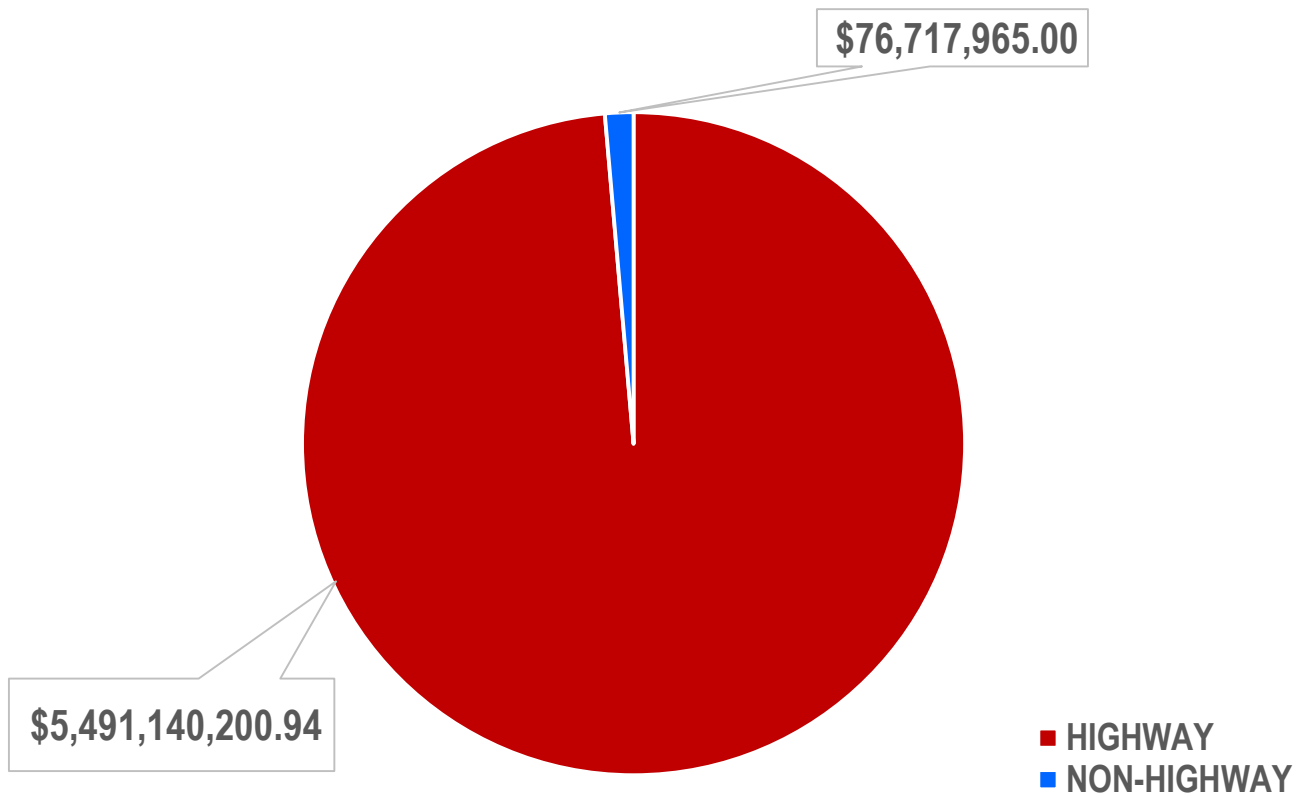
PROJECT SUBMITTALS BY FUNDING CATEGORY



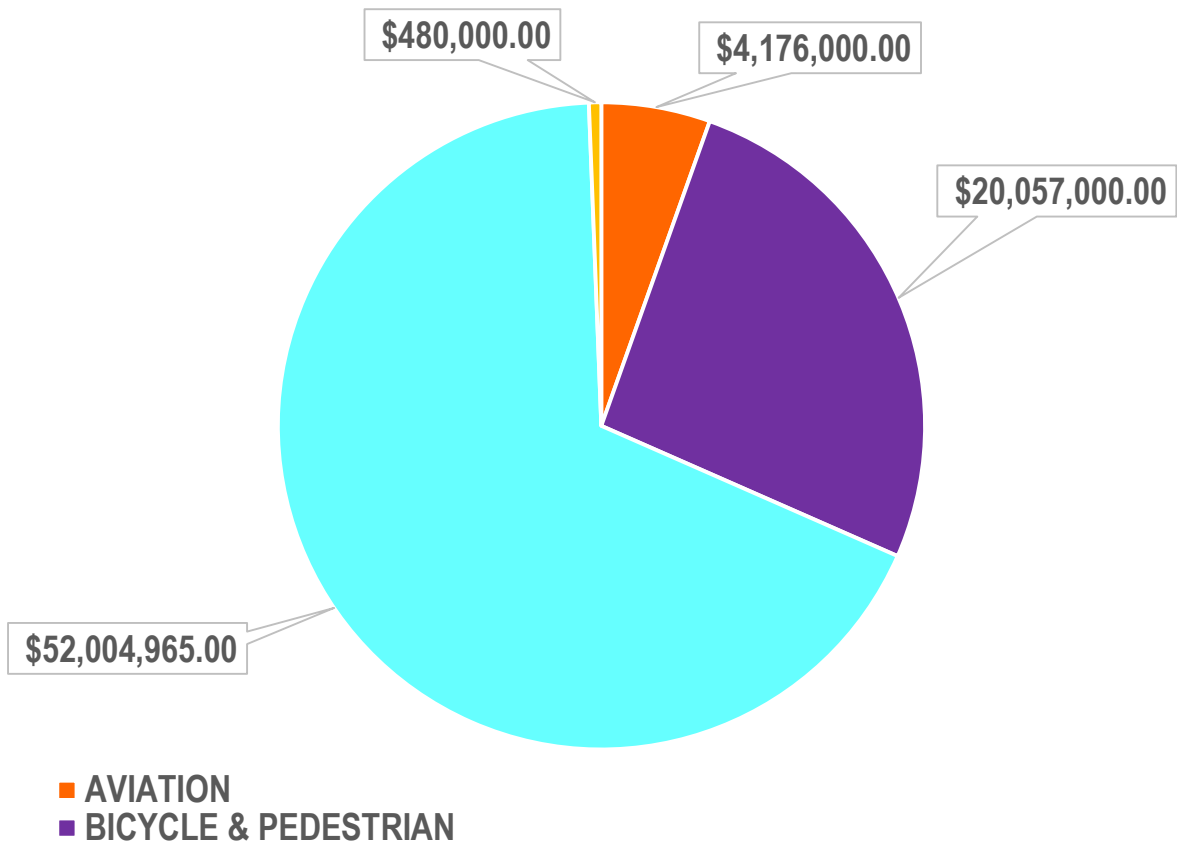
PROJECT SUBMITTAL TYPE



ESTIMATED COSTS: HIGHWAY VS. NON-HIGHWAY



ESTIMATED COSTS: NON-HIGHWAY MODES



AVIATION

INTERNAL ID	ID Created by MERPO Staff for tracking purposes.
SUBMITTAL TYPE	New: First time project is being submitted. Includes previously submitted projects that have been segmented. Uses one submittal slot. Holding Tank: Project was submitted in previous Prioritization Cycle, but did not score high-enough for funding and is being submitted again in current cycle. Uses one submittal slot.
P7 SUBMITTER	RPO, MPO or Division that is submitting the project in SPOT Online.
SPOT ID	Unique Code for Projects that have been submitted in SPOT Online. All projects will have a SPOT ID.
TIP	Unique Code for Projects that score(d) high-enough to be included in the STIP (Funded or Unfunded). TIP numbers are only used for projects that have been or are currently in the STIP.
COUNTY	County where project is located in.
MUNICIPALITY	Municipality where project is located in and/or intersects. Projects that are located in or cross through non-incorporated areas may include "Unincorporated" in this section.
DIVISION	Division where project is located. North Carolina has 14 total, which are used for the distribution of Division Needs Funding for Projects. Martin: Division 1 Beaufort & Pitt: Division 2
STIP REGION	STIP Region where project is located. North Carolina has seven total, which are used for the distribution of Regional Impact Funding for projects. Martin: Region A Beaufort & Pitt: Region B
DOA REGION	Division of Aviation (DOA) Region where project is located. All MERPO Aviation Projects are within the Northeast (NE) DOA Region.
RPO / MPO	RPO(s) or MPO(s) where the project is located and/or intersects.
AIRPORT	Airport where project is located.
AIRPORT SPONSOR	The Board/Commission of the Airport where the project is located.
FUNDING CATEGORY	Funding Category that the project was submitted in. NCDOT has three: Statewide Mobility, Regional Impact, and Division Needs. General Aviation Airports can only be submitted in the Division Needs Category.
SIT	Specific Improvement Type. Categorizes what type of project is being submitted.
PROJECT DESCRIPTION	Describes what improvements / deliverables are being sought in project.
EST. SOURCE	Source of Cost Estimate for Project.
EST. TOT	Total estimated cost for project.

BICYCLE & PEDESTRIAN

INTERNAL ID	ID Created by MERPO Staff for tracking purposes.
SUBMITTAL TYPE	New: First time project is being submitted. Includes previously submitted projects that have been segmented. Uses one submittal slot. Holding Tank: Project was submitted in previous Prioritization Cycle, but did not score high-enough for funding and is being submitted again in current cycle. Uses one submittal slot.
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COUNTY	County where project is located and/or intersects.
MUNICIPALITY	Municipality where project is located and/or intersects. Projects that are located in or cross through non-incorporated areas may include "Unincorporated" in this section.
DIVISION	Division where project is located. North Carolina has 14 total, which are used for the distribution of Division Needs Funding for Projects. Martin: Division 1 Beaufort & Pitt: Division 2
RPO / MPO	RPO(s) or MPO(s) where the project is located and/or intersects.
FUNDING CATEGORY	Funding Category that the project was submitted in. NCDOT has three: Statewide Mobility, Regional Impact, and Division Needs. Bicycle & Pedestrian Projects can only be submitted in the Division Needs Category.
SIT	Specific Improvement Type. Categorizes what type of project is being submitted.
ROUTE	Specifies roadway(s) that the project is located on and/or parallels.
FROM	Specifies location where project begins. Intersecting roadways are most often used.
TO	Specifies location where project ends. Intersecting roadways are most often used.
PROJECT DESCRIPTION	Describes what improvements / deliverables are being sought in project.
CTP	Answers whether or not the project is recommended in the cognizant County(s) Comprehensive Transportation Plan (CTP).
EST. SOURCE	Source of cost estimate for project. Note: Cost Estimates for all MERPO Bicycle & Pedestrian projects originated from NCDOT's Bike/Ped Cost Estimation Tool (BPCET).
EST. PE	Estimated cost for preliminary engineering to be performed for project.
EST. ROW	Estimated cost for all right-of-way needed for project.
EST. UTL	Estimated cost for the relocation of existing utilities for project.
EST. CON	Estimated cost for construction of project.
EST. TOT	Total estimated cost for project. Includes PE, ROW, UTL, and CON.

FERRY

INTERNAL ID	ID Created by MERPO Staff for tracking purposes.
SUBMITTAL TYPE	<p>New: First time project is being submitted. Includes previously submitted projects that have been segmented. Uses one submittal slot.</p> <p>Holding Tank: Project was submitted in previous Prioritization Cycle, but did not score high-enough for funding and is being submitted again in current cycle. Uses one submittal slot.</p> <p>SBO: Submitted By Other. Project that benefits multiple Ferry Routes (including Aurora-Bayview) that is being submitted by another RPO/MPO or Division. Does not use submittal slot. *Highlighted in Grey*</p>
P7 SUBMITTER	RPO, MPO or Division that is submitting the project in SPOT Online.
SPOT ID	Unique Code for Projects that have been submitted in SPOT Online. All projects will have a SPOT ID.
TIP	Unique Code for Projects that score(d) high-enough to be included in the STIP (Funded or Unfunded). TIP numbers are only used for projects that have been or are currently in the STIP.
COUNTY(S)	County(s) where project is located and/or intersects.
DIVISION(S)	Division(s) where project is located. North Carolina has 14 total, which are used for the distribution of Division Needs Funding for Projects. Martin: Division 1 Beaufort & Pitt: Division 2
STIP REGION(S)	STIP Region(s) where project is located. North Carolina has seven total, which are used for the distribution of Regional Impact Funding for projects. Martin: Region A Beaufort & Pitt: Region B
RPO(S) / MPO(S)	RPO(s) or MPO(s) where the project is located in and/or intersects.
FUNDING CATEGORY	Funding Category that the project was submitted in. NCDOT has three: Statewide Mobility, Regional Impact, and Division Needs.
SIT	Specific Improvement Type. Categorizes what type of project is being submitted.
ROUTE	Ferry Route where project is located. Includes Manns Harbor Shipyard.
PROJECT DESCRIPTION	Describes what improvements / deliverables are being sought in project.
EST. SOURCE	Source of cost estimate for project.
EST. TOT	Total estimated cost for project.

HIGHWAY

INTERNAL ID	ID Created by MERPO Staff for tracking purposes.
SUBMITTAL TYPE	<p>New: First time project is being submitted. Includes previously submitted projects that have been segmented. Uses one submittal slot.</p> <p>Holding Tank: Project was submitted in previous Prioritization Cycle, but did not score high-enough for funding and is being submitted again in current cycle. Uses one submittal slot.</p> <p>Carryover: Project that was submitted in previous Prioritization Cycle, and scored high-enough to be included in the STIP but not high-enough for funding. Includes projects that are "siblings" of committed (funded) projects. Does not use submittal slot. *Highlighted in Pink*</p> <p>SBO: Submitted By Other. Project that is located in and/or intersects MERPO Boundaries that is being submitted by another RPO/MPO or Division. Does not use submittal slot. *Highlighted in Grey*</p>
P7 SUBMITTER	RPO, MPO or Division that is submitting the project in SPOT Online.
SPOT ID	Unique Code for Projects that have been submitted in SPOT Online. All projects will have a SPOT ID.
TIP	Unique Code for Projects that score(d) high-enough to be included in the STIP (Funded or Unfunded). TIP numbers are only used for projects that have been or are currently in the STIP.
COUNTY(S)	County(s) where project is located in and/or intersects.
MUNICIPALITY(S)	Municipality(s) where project is located in and/or intersects. Projects that are located in or cross through non-incorporated areas may include "Unincorporated" in this section.
DIVISION(S)	Division(s) where project is located. North Carolina has 14 total, which are used for the distribution of Division Needs Funding for Projects. Martin: Division 1 Beaufort & Pitt: Division 2
STIP REGION(S)	STIP Region(s) where project is located. North Carolina has seven total, which are used for the distribution of Regional Impact Funding for projects. Martin: Region A Beaufort & Pitt: Region B
RPO(S) / MPO(S)	RPO(s) or MPO(s) where the project is located in and/or intersects.
FUNDING CATEGORY	Funding Category that the project was submitted in. NCDOT has three: Statewide Mobility, Regional Impact, and Division Needs.
SIT	Specific Improvement Type. Categorizes what type of project is being submitted.
ROUTE	Roadway in which the project is located on.
FROM	Location where project begins. Usually a side street.
TO	Location where project ends. Usually a side street.
PROJECT DESCRIPTION	Describes what improvements / deliverables are being sought in project.
CTP	Answers whether or not the project is recommended in the cognizant County(s) Comprehensive Transportation Plan (CTP).
EST. SOURCE	Source of cost estimate for project. May originate from NCDOT Highway Cost Estimation Tool (HW CET) or from Feasibility Study (FS). HW CET* signifies that a feasibility study is in-progress for the project, but final cost estimates are not available yet. Cost estimates shown for these projects are from the HW CET.
EST. ROW	Estimated cost for all right-of-way needed for project.
EST. UTL	Estimated cost for the relocation of existing utilities for project.
EST. CON	Estimated cost for construction of project.
EST. TOT	Total estimated cost for project. Includes ROW, UTL, and CON.

PUBLIC TRANSIT

INTERNAL ID	ID Created by MERPO Staff for tracking purposes.
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COUNTY	County(s) where project is located and/or intersects.
DIVISION	Division where project is located. North Carolina has 14 total, which are used for the distribution of Division Needs Funding for Projects. Martin: Division 1 Beaufort & Pitt: Division 2
STIP REGION	STIP Region where project is located. North Carolina has seven total, which are used for the distribution of Regional Impact Funding for projects. Martin: Region A Beaufort & Pitt: Region B
RPO / MPO	RPO or MPO where project is located in.
OPERATOR	Entity that manages Transit Agency.
TRANSIT AGENCY	Name of the Transit Agency that the project is for.
FUNDING CATEGORY	Funding Category that the project was submitted in. NCDOT has three: Statewide Mobility, Regional Impact, and Division Needs.
SIT	Specific Improvement Type. Categorizes what type of project is being submitted.
PROJECT DESCRIPTION	Describes what improvements / deliverables are being sought in project.
EST. SOURCE	Source of cost estimate for project.
EST. TOT	Total estimated cost for project.

RAIL

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RPO(S) / MPO(S)	RPO(s) or MPO(s) where the project is located in and/or intersects.
OWNER(S)	Company that owns Railroad Right-of-Way for Project.
OPERATOR(S)	Company that operates on Railroad Right-of-Way for Project. Operator may also be the owner.
FUNDING CATEGORY	Funding Category that the project was submitted in. NCDOT has three: Statewide Mobility, Regional Impact, and Division Needs.
SIT	Specific Improvement Type. Categorizes what type of project is being submitted.
FROM	Location where project begins. May be an unspecified location within a Municipality or a milepost.
TO	Location where project ends. May be an unspecified location within a Municipality or a milepost.
PROJECT DESCRIPTION	Describes what improvements / deliverables are being sought in project.
EST. SOURCE	Source of cost estimate for project.
EST. TOT	Total estimated cost for project.

AV



AVIATION

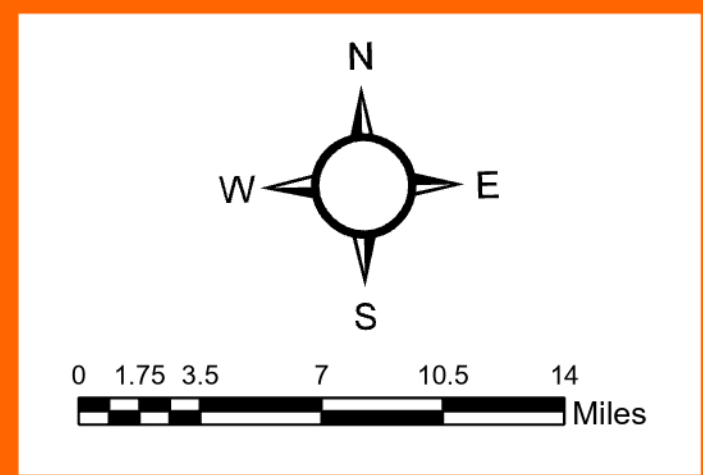
**AVIATION PROJECTS SUBMITTED IN PRIORITIZATION 7.0
MID-EAST RURAL PLANNING ORGANIZATION**

AV	INTERNAL ID	SUBMITTAL TYPE	P7 SUBMITTER	SPOT ID	TIP	COUNTY	MUNICIPALITY	DIVISION	STIP REGION	DOA REGION	RPO / MPO	AIRPORT	AIRPORT SPONSOR	FUNDING CATEGORY	SIT	PROJECT DESCRIPTION	EST. SOURCE	EST. TOT	PAGE
AVIATION	P7AV-01	New	Mid-East RPO	A231354	N/A	Martin	Unincorporated	1	A	NE	Mid-East RPO	Martin County (MCZ)	Martin County Airport Commission	Division Needs	2100 - Perimeter Fencing	Construct wildlife exclusion fencing with barbed wire, and skirt around full perimeter of airport and replace existing fencing at main entrance and auxiliary driveway access.	WK Dickson	\$ 1,800,000.00	22
	P7AV-02	New	Mid-East RPO	A231355	N/A	Martin	Unincorporated	1	B	NE	Mid-East RPO	Martin County (MCZ)	Martin County Airport Commission	Division Needs	1900 - Hangars	Construct 231' x 51' T-Hangar.	WK Dickson	\$ 1,728,000.00	26
	P7AV-03	New	Mid-East RPO	A231356	N/A	Martin	Unincorporated	1	B	NE	Mid-East RPO	Martin County (MCZ)	Martin County Airport Commission	Division Needs	200 - Runway Safety Area	Acquire land adjacent to airport and remove trees.	WK Dickson	\$ 648,000.00	30
	P7AV-04	New	Mid-East RPO	A231357	N/A	Beaufort	Washington	2	B	NE	Mid-East RPO	Washington-Warren (OCW)	Washington-Warren Airport Authority Board	Division Needs	1100 - Taxiway Requirements	Construct full-length parallel taxiway west of Runway 5-23.	Not Available	N/A	34
NOTE: ALL PROJECTS LISTED ARE UNFUNDED AND ARE CURRENTLY BEING SCORED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. PROJECT DETAILS & COST ESTIMATES ARE SUBJECT TO CHANGE.																	SUM	\$ 4,176,000.00	AV



**MID-EAST RURAL PLANNING ORGANIZATION
PRIORITIZATION 7.0 AVIATION PROJECTS**

INTERNAL ID	SPOT ID	AIRPORT	SIT	PROJECT DESCRIPTION
P7AV-01	A231354	Martin County (MCZ)	2100 - Perimeter Fencing	Construct wildlife exclusion fencing with barbed wire, and skirt around full perimeter of airport and replace existing fencing at main entrance and auxiliary driveway access.
P7AV-02	A231355	Martin County (MCZ)	1900 - Hangars	Construct 231' x 51' T-Hangar.
P7AV-03	A231356	Martin County (MCZ)	200 - Runway Safety Area	Acquire land adjacent to airport and remove trees.
P7AV-04	A231357	Washington-Warren (OCW)	1100 - Taxiway Requirements	Construct full-length parallel taxiway west of Runway 5-23.





NCDOT Prioritization 7.0 Project Summary

SPOT ID: A231354

Mode: Aviation

Status: Submitted

Fencing

Airport Name: MCZ - Martin County Airport

Specific Improvement Type: 2100 - Perimeter Fencing

Location: Project is located at Martin County Airport in the central area of the county. Nearest municipality is the Town of Everetts to the south, and the area of influence is Martin County.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,800,000

Description:

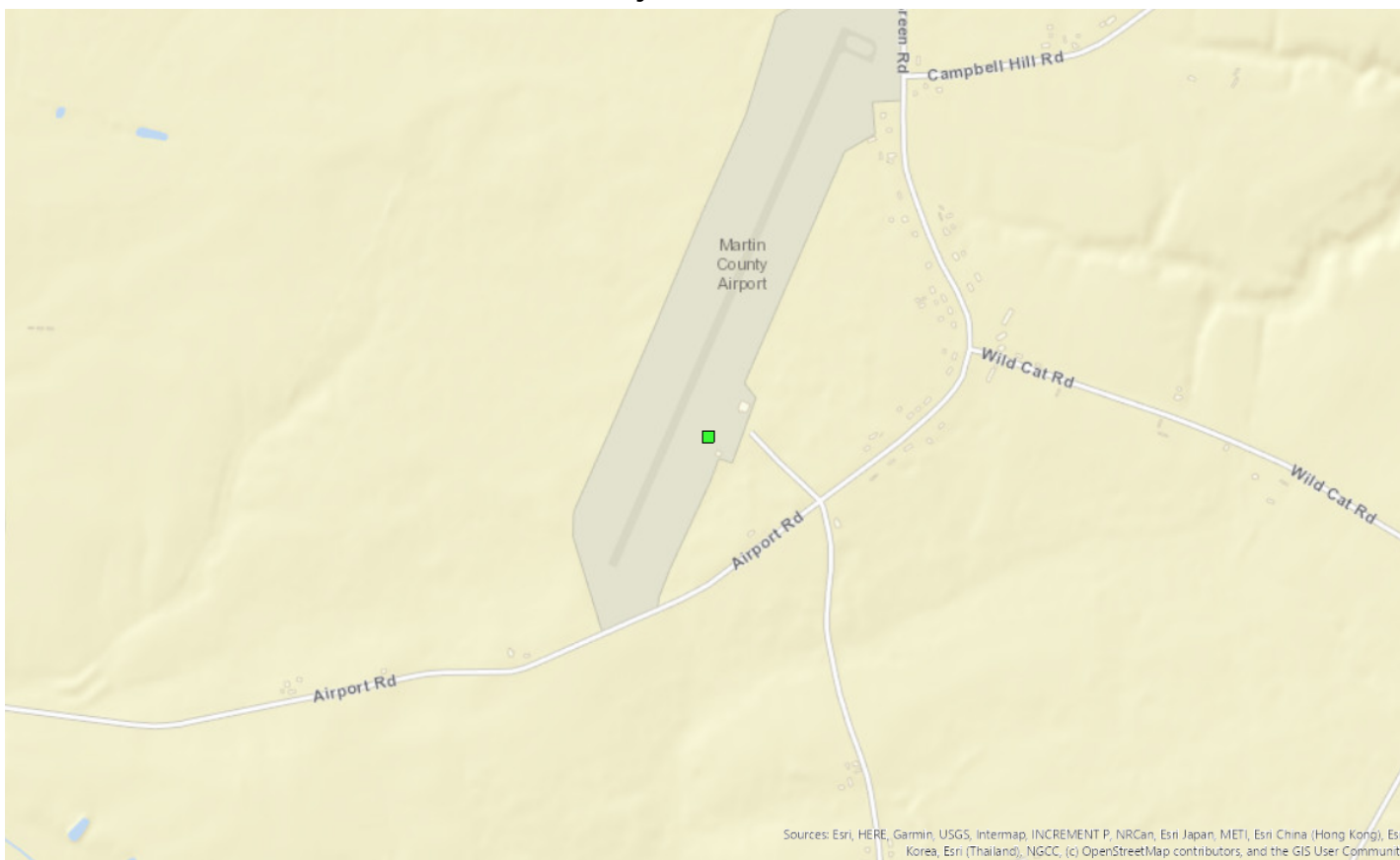
MCZ currently lacks full perimeter fencing. Wildlife such as deer are frequently spotted on the runway, causing significant safety issues for pilots attempting to take off and land. The Martin County Airport Commission wishes to have wildlife exclusion fencing with barbed wire and skirt around the full perimeter of the airport in order to prevent wildlife and trespassers from encroaching. Includes PC Project Request Number: 3063.

Division(s): Division 1

County(s): Martin

MPO(s)/RPO(s): Mid-East RPO

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
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:	MCZ ALP (Date N/A)
Airport Sponsor:	Martin County Airport Commission
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$1,800,000
Total Project Cost:	\$1,800,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,800,000
Source of Cost Estimator:	WK Dickson

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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: This project would significantly improve safety for pilots using MCZ, and would also help to retain and attract customers.

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: A231355

Mode: Aviation

Status: Submitted

10-Unit T-Hangar

Airport Name: MCZ - Martin County Airport

Specific Improvement Type: 1900 - Hangars

Location: Project is located at Martin County Airport, which sits near the Town of Everetts. Area of Influence is Martin County.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,728,000

Description:

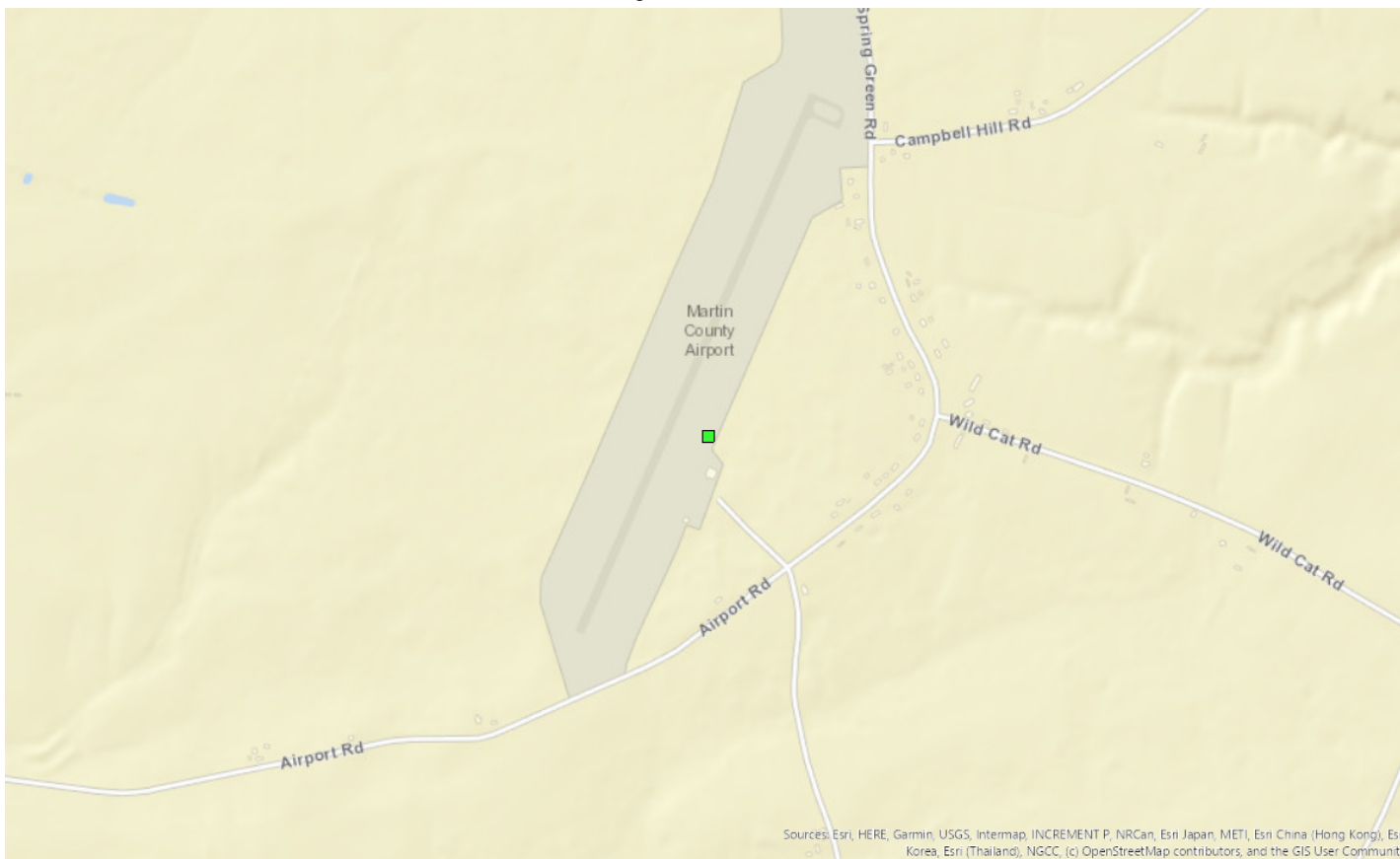
Construct 231 ft. x 51 ft. 10-unit T-Hangar. Includes PC Project Request Number: 4646.

Division(s): Division 1

County(s): Martin

MPO(s)/RPO(s): Mid-East RPO

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
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:	MCZ ALP (Date N/A)
Airport Sponsor:	Martin County Airport Commission
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$1,728,000
Total Project Cost:	\$1,728,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,728,000
Source of Cost Estimator:	WK Dickson

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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: Project would create additional aircraft storage space for customers, and would also provide additional space for MCZ staff. This would help to attract new customers, benefitting the economy of Martin 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: A231356

Mode: Aviation

Status: Submitted

AWOS & Beacon Clearing, and Land Acquisition

Airport Name: MCZ - Martin County Airport

Specific Improvement Type: 200 - Runway Safety Area

Location: Project is located at Martin County Airport, near the Town of Everetts. Area of influence is Martin County.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$648,000

Description:

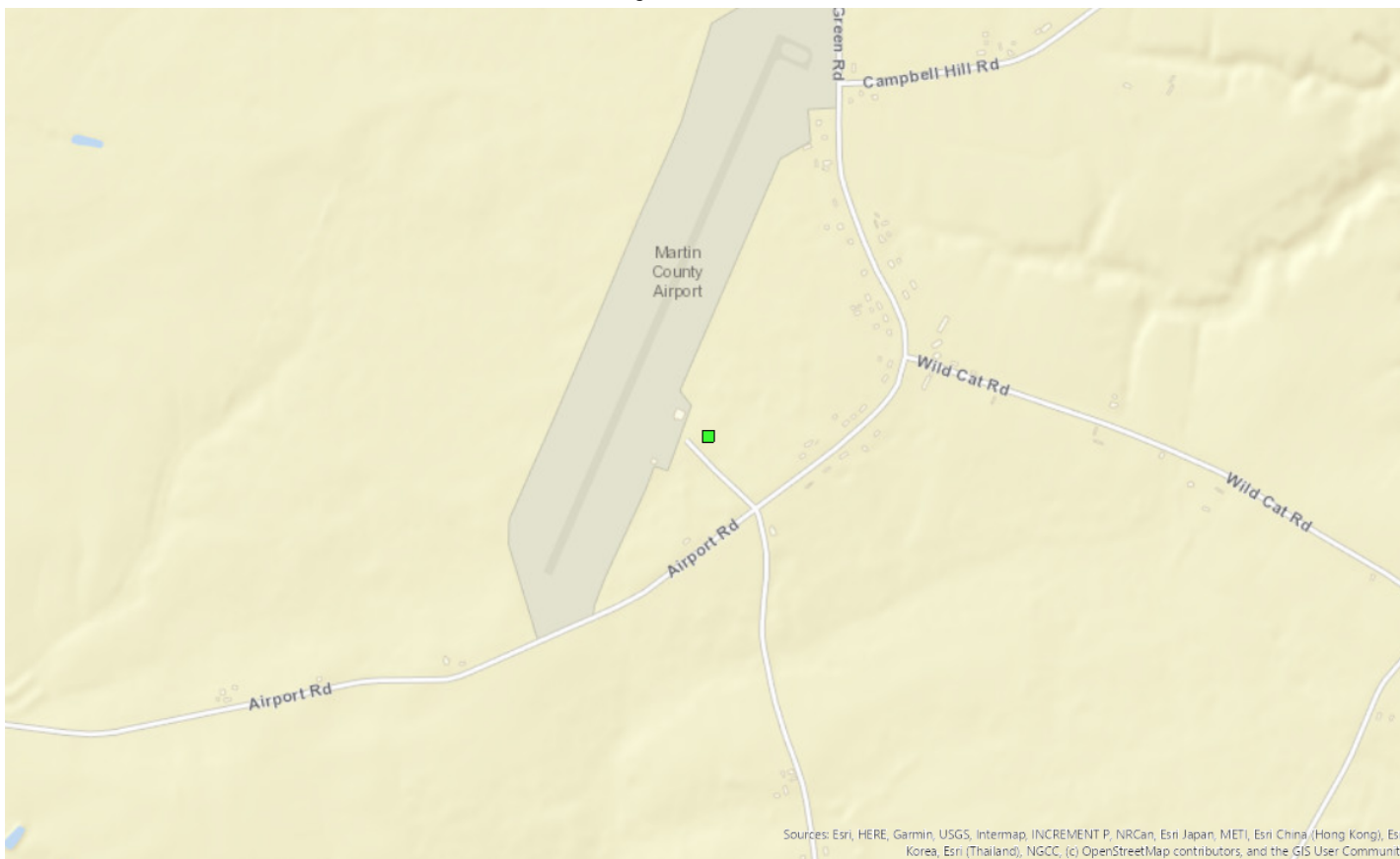
Acquire land adjacent to MCZ (east side) for clearing. Includes PC Project Request Number: 4876.

Division(s): Division 1

County(s): Martin

MPO(s)/RPO(s): Mid-East RPO

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
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:	MCZ ALP, (Date N/A)
Airport Sponsor:	Martin County Airport Commission
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$648,000
Total Project Cost:	\$648,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$648,000
Source of Cost Estimator:	WK Dickson

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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: Project would improve overall safety through clearing of pine trees adjacent to MCZ. Pilots approaching from the east are having difficulties spotting the airport beacon as a result of tree heights.

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: A231357

Mode: Aviation

Status: Submitted

Runway 5-23 Taxiway

Airport Name: OCW - Warren Field

Specific Improvement Type: 1100 - Taxiway Requirements

Location: Project is located at Washington-Warren Airport (OCW). Area of influence is the City of Washington.

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

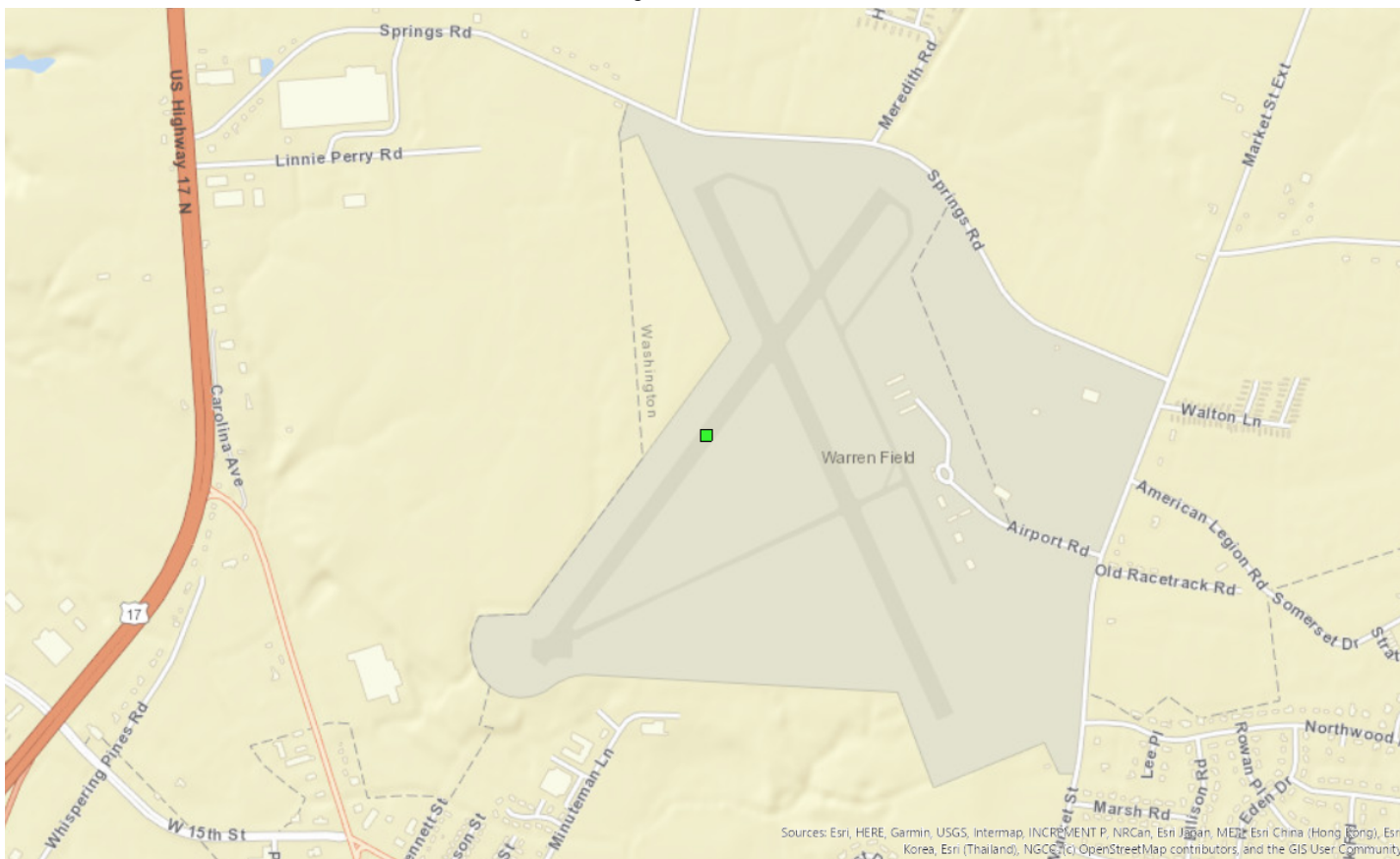
Construct full-length parallel taxiway along runway 5-23. Includes PC Project Request Number (Not Available)

Division(s): Division 2

County(s): Beaufort

MPO(s)/RPO(s): Mid-East RPO

Project Location



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

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:	OCW Airport Layout Plan, 2022
Airport Sponsor:	Washington-Warren Airport Authority Board
Submitted by:	Mid-East RPO
Original Submitter:	Mid-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 Estimator:	Not Available

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
Mid-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 operational efficiency and capacity at OCW.

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.

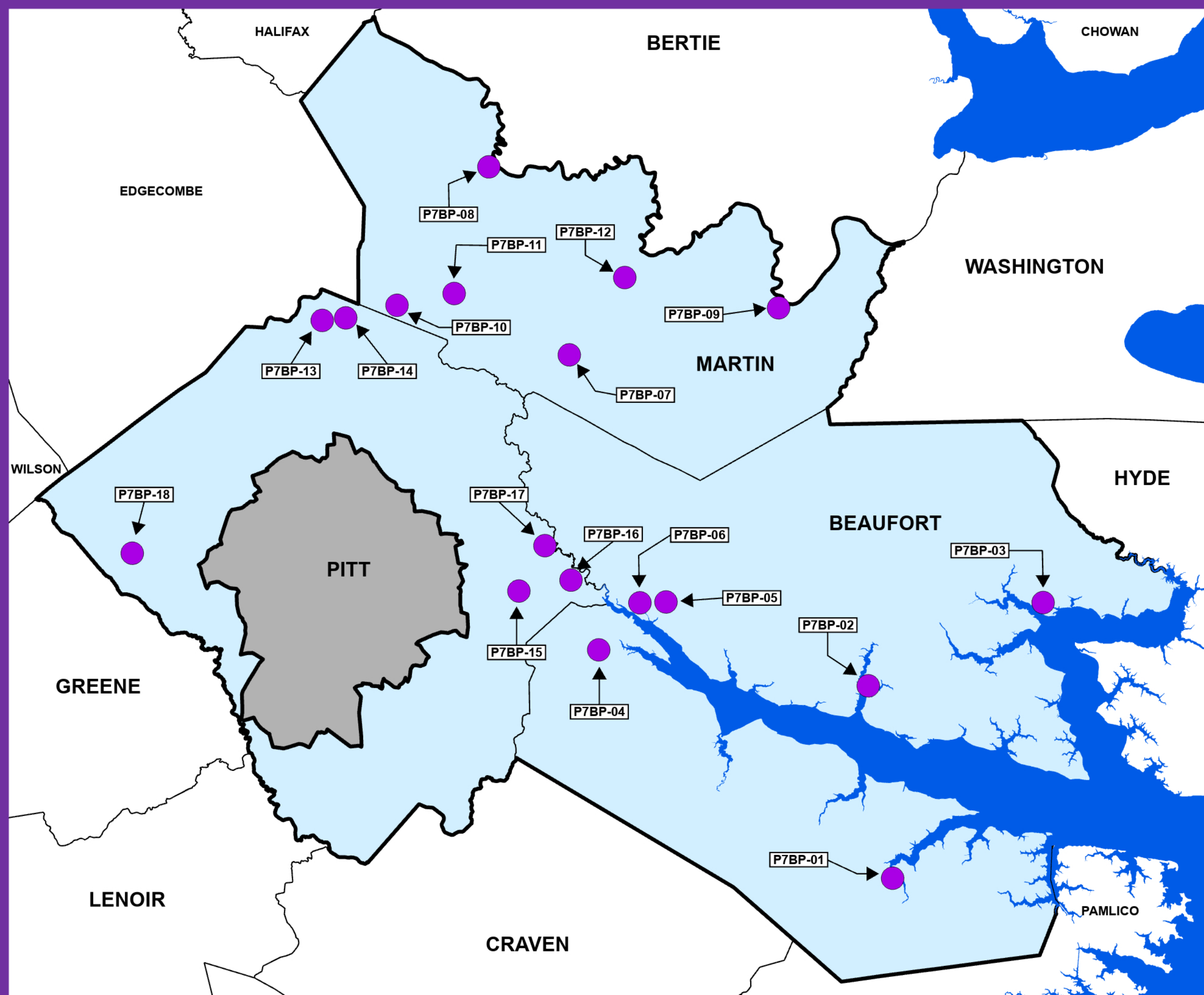
BP



BICYCLE & PEDESTRIAN

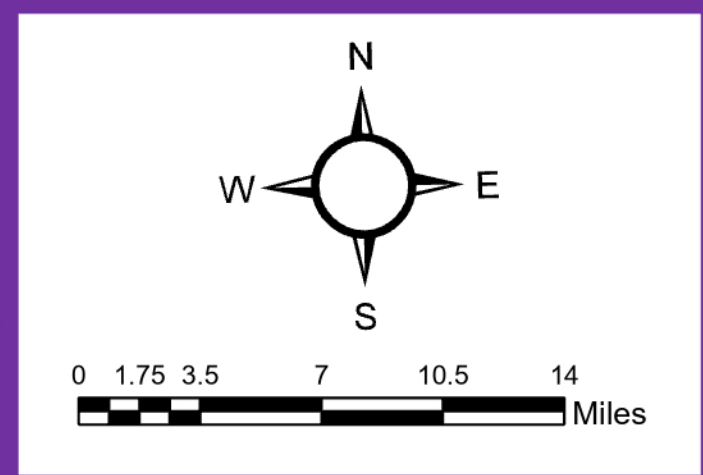
**BICYCLE & PEDESTRIAN PROJECTS SUBMITTED IN PRIORITIZATION 7.0
MID-EAST RURAL PLANNING ORGANIZATION**

BP	INTERNAL ID	SUBMITTAL TYPE	P7 SUBMITTER	SPOT ID	TIP	COUNTY	MUNICIPALITY	DIVISION	RPO / MPO	FUNDING CATEGORY	SIT	ROUTE	FROM	TO	PROJECT DESCRIPTION	CTP	EST. SOURCE	EST. PE	EST. ROW	EST. UTL	EST. CON	EST. TOT	PAGE	
	P7BP-01	New	Mid-East RPO	B231359	N/A	Beaufort	Aurora	2	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	Middle St	8th St	2nd St	Construct sidewalks along Middle Street from 8th Street to 2nd Street.	Yes	BPCET	\$ 192,000.00	\$ 6,000.00	\$ -	\$ 472,000.00	\$ 670,000.00	41	
	P7BP-02	New	Mid-East RPO	B231361	N/A	Beaufort	Bath	2	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	SR-1741 (King St)	NC-92 (Carteret St)	Front St	Construct sidewalks along SR-1741 (King St) from NC-92 (Carteret St) to Front St	Yes	BPCET	\$ 191,000.00	\$ 6,000.00	\$ -	\$ 467,000.00	\$ 664,000.00	45	
	P7BP-03	New	Mid-East RPO	B231363	N/A	Beaufort	Belhaven	2	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	W Old Country Rd / E Old Country Rd	US-264 BYP	US-264 BUS (Pamlico St)	Construct sidewalks and fill in sidewalk gaps along W Old Country Rd / E Old Country Rd from US-264 BYP to US-264 BUS (Pamlico St) in Belhaven.	Yes	BPCET	\$ 194,000.00	\$ 8,000.00	\$ 118,000.00	\$ 612,000.00	\$ 932,000.00	49	
	P7BP-04	New	Mid-East RPO	B231365	N/A	Beaufort	Chocowinity	2	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	US-17 BUS	SR-1143 (Patrick Ln)	NC-33	Construct sidewalks along US-17 BUS in Chocowinity from SR-1143 (Patrick Ln) to NC-33	Yes	BPCET	\$ 157,000.00	\$ 4,000.00	\$ 189,000.00	\$ 345,000.00	\$ 695,000.00	53	
	P7BP-05	Holding Tank	Mid-East RPO	B192820	N/A	Beaufort	Washington	2	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	SR-1501 (Highland Dr)	Reed Dr	SR-1306 (E 12th St)	Construct sidewalks along SR-1501 (Highland Dr) from Reed Dr to SR-1306 (E 12th St)	Yes	BPCET	\$ 171,000.00	\$ 8,000.00	\$ 146,000.00	\$ 561,000.00	\$ 886,000.00	57	
	P7BP-06	New	Mid-East RPO	B230365	N/A	Beaufort	Washington	2	Mid-East RPO	Division Needs	3 - On-Road Designated Bicycle Facility	SR-1422 (N Market St)	US-264 (E 5th St)	SR-1306 (E 15th St)	Construct designated bicycle lanes within existing right-of-way on SR-1422 (N Market St) from US-264 (E 5th St) to SR-1306 (E 15th St)	No	BPCET	\$ 211,000.00	\$ 5,000.00	\$ 98,000.00	\$ 488,000.00	\$ 802,000.00	61	
	P7BP-07	New	Mid-East RPO	B231391	N/A	Marin	Bear Grass	1	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	SR-1001 (E Bear Grass Rd)	SR-1106 (N Rogers St)	Taylor Est	Construct sidewalks along SR-1001 (E Bear Grass Rd) from SR-1106 (N Rogers St) to Taylor Est	Yes	BPCET	\$ 188,000.00	\$ 5,000.00	\$ 299,000.00	\$ 666,000.00	\$ 1,158,000.00	65	
	P7BP-08	New	Mid-East RPO	B231400	N/A	Marin	Hamilton	1	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	NC-125/903 (S Front St)	SR-1433 (W Main St)	SR-1429 (Penco Dr)	Construct sidewalks along NC-125/903 (S Front St) from SR-1433 (W Main St) to SR-1429 (Penco Dr)	Yes	BPCET	\$ 192,000.00	\$ 5,000.00	\$ 138,000.00	\$ 690,000.00	\$ 1,025,000.00	69	
	P7BP-09	New	Mid-East RPO	B231401	N/A	Marin	Jamesville	1	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	US-64 BUS (Main St)	Sunset Ave	Hardison St	Construct sidewalks along US-64 BUS (Main St) from Sunset Ave to Hardison St	Yes	BPCET	\$ 125,000.00	\$ 2,000.00	\$ 39,000.00	\$ 199,000.00	\$ 365,000.00	73	
	P7BP-10	New	Mid-East RPO	B231402	N/A	Marin	Parmele	1	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	James St	SR-1164 (N Main St)	Jones St	Construct sidewalks along James St from SR-1164 (N Main St) to Jones St	Yes	BPCET	\$ 106,000.00	\$ 1,000.00	\$ 15,000.00	\$ 118,000.00	\$ 240,000.00	77	
	P7BP-11	New	Mid-East RPO	B231405	N/A	Marin	Robersonville	1	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	US-64 ALT / US-13 (E Academy St)	N Grimes St	SR-1431 (Nelson Rd)	Construct sidewalks along US-64 ALT / US-13 (E Academy St) from N Grimes St to SR-1431 (Nelson Rd)	Yes	BPCET	\$ 162,000.00	\$ 3,000.00	\$ 80,000.00	\$ 397,000.00	\$ 642,000.00	81	
	P7BP-12	Holding Tank	Mid-East RPO	B170820	N/A	Marin	Williamston	1	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	US-17 BUS / NC-125 (Washington St)	Garrett Rd	Peele St	Install sidewalks and curb ramps along the west side of Washington St between the drainage ditch and easement limits.	Yes	BPCET	\$ 224,000.00	\$ 5,000.00	\$ 130,000.00	\$ 782,000.00	\$ 1,141,000.00	85	
	P7BP-13	New	Mid-East RPO	B231408	N/A	Pitt	Bethel	2	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	US-64 ALT (W Washington St)	SR-1429 (Cemetery Rd)	Jenkins St	Construct sidewalks along US-64 ALT (W Washington St) from SR-1429 (Cemetery Rd) to Jenkins St	Yes	BPCET	\$ 202,000.00	\$ 41,000.00	\$ 131,000.00	\$ 627,000.00	\$ 1,001,000.00	89	
	P7BP-14	New	Mid-East RPO	B231410	N/A	Pitt	Bethel	2	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	US-64 ALT (E Washington St)	East St	E Railroad St	Construct sidewalks along US-64 ALT (E Washington St) from East St to E Railroad St	Yes	BPCET	\$ 172,000.00	\$ 28,000.00	\$ 222,000.00	\$ 446,000.00	\$ 868,000.00	93	
	P7BP-15	New	Mid-East RPO	B231413	N/A	Pitt	Grimesland	2	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	SR-1568 (School Rd)	NC-33 (Pitt St)	SR-1565 (N Beaufort St)	Construct sidewalks along SR-1568 (School Rd) from NC-33 (Pitt St) to SR-1565 (N Beaufort St)	Yes	BPCET	\$ 387,000.00	\$ 37,000.00	\$ 89,000.00	\$ 590,000.00	\$ 1,103,000.00	97	
	P7BP-16	New	Mid-East RPO	B231415	N/A	Pitt	Unincorporated	2	Mid-East RPO	Division Needs	3 - On-Road Designated Bicycle Facility	SR-1567 (Clarks Neck Rd)	Pitt/Beaufort Line	SR-1565 (N Grimesland Bridge Rd)	Construct on-road designated bicycle lanes along SR-1567 (Clarks Neck Rd) from the Pitt/Beaufort County Line to SR-1565 (N Grimesland Bridge Rd)	Yes	BPCET	\$ 499,000.00	\$ 405,000.00	\$ 464,000.00	\$ 2,884,000.00	\$ 4,252,000.00	101	
	P7BP-17	New	Mid-East RPO	B231417	N/A	Pitt	Unincorporated	2	Mid-East RPO	Division Needs	3 - On-Road Designated Bicycle Facility	SR-1565 (N Grimesland Bridge Rd)	SR-1567 (Clarks Neck Rd)	US-264	Construct on-road designated bicycle lanes along SR-1565 (N Grimesland Bridge Rd) from SR-1567 (Clarks Neck Rd) to US-264	Yes	BPCET	\$ 186,000.00	\$ 60,000.00	\$ 68,000.00	\$ 444,000.00	\$ 758,000.00	105	
	P7BP-18	New	Mid-East RPO	B231420	N/A	Pitt	Farmville	2	Mid-East RPO	Division Needs	7 - Protected Linear Pedestrian Facility	NC-121 / US-258 BUS (W Wilson St)	US-258 BUS (N Main St)	SR-2107 (Edward Main Rd)	Construct sidewalks and fill in sidewalk gap along NC-121 / US-258 BUS (W Wilson St) from US-258 BUS (N Main St) to SR-2107 (Edward May Rd)	Yes	BPCET	\$ 299,000.00	\$ 119,000.00	\$ 385,000.00	\$ 2,052,000.00	\$ 2,855,000.00	109	
NOTE: ALL PROJECTS LISTED ARE UNFUNDED AND ARE CURRENTLY BEING SCORED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. PROJECT DETAILS & COST ESTIMATES ARE SUBJECT TO CHANGE.																	SUM	\$	3,858,000.00	\$ 748,000.00	\$ 2,611,000.00	\$ 12,840,000.00	\$ 20,057,000.00	BP



**MID-EAST RURAL PLANNING ORGANIZATION
PRIORITIZATION 7.0 BICYCLE & PEDESTRIAN PROJECTS**

INTERNAL ID	SPOT ID	SIT	ROUTE
P7BP-01	B231359	7 - Protected Linear Pedestrian Facility	Middle St
P7BP-02	B231361	7 - Protected Linear Pedestrian Facility	SR-1741 (King St)
P7BP-03	B231363	7 - Protected Linear Pedestrian Facility	W Old Country Rd / E Old Country Rd
P7BP-04	B231365	7 - Protected Linear Pedestrian Facility	US-17 BUS
P7BP-05	B192820	7 - Protected Linear Pedestrian Facility	SR-1501 (Highland Dr)
P7BP-06	B230365	3 - On-Road Designated Bicycle Facility	SR-1422 (N Market St)
P7BP-07	B231391	7 - Protected Linear Pedestrian Facility	SR-1001 (E Bear Grass Rd)
P7BP-08	B231400	7 - Protected Linear Pedestrian Facility	NC-125/903 (S Front St)
P7BP-09	B231401	7 - Protected Linear Pedestrian Facility	US-64 BUS (Main St)
P7BP-10	B231402	7 - Protected Linear Pedestrian Facility	James St
P7BP-11	B231405	7 - Protected Linear Pedestrian Facility	US-64 ALT / US-13 (E Academy St)
P7BP-12	B170820	7 - Protected Linear Pedestrian Facility	US-17 BUS / NC-125 (Washington St)
P7BP-13	B231408	7 - Protected Linear Pedestrian Facility	US-64 ALT (W Washington St)
P7BP-14	B231410	7 - Protected Linear Pedestrian Facility	US-64 ALT (E Washington St)
P7BP-15	B231413	7 - Protected Linear Pedestrian Facility	SR-1568 (School Rd)
P7BP-16	B231415	3 - On-Road Designated Bicycle Facility	SR-1567 (Clarks Neck Rd)
P7BP-17	B231417	3 - On-Road Designated Bicycle Facility	SR-1565 (N Grimesland Bridge Rd)
P7BP-18	B231420	7 - Protected Linear Pedestrian Facility	NC-121 / US-258 BUS (W Wilson St)





NCDOT Prioritization 7.0 Project Summary

SPOT ID: B231359

Mode: Bicycle & Pedestrian

Status: Submitted

Middle St

From/Cross Street: 8th St

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

To: 2nd St

Project Category: Division Needs

Length: 0.49626648

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$478,000

Description:

Construct sidewalk along roadway.

Division(s): Division 2

County(s): Beaufort

MPOS(s)/RPO(s): Mid-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:	Beaufort County CTP, 2014
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Aurora, Beaufort County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.38
Number of Automatic POI:	6
Number of Manual POI:	2
Number of Existing or Committed Connections:	0
Planned Connections?	No
Improves or Connects to Designated Route:	Project connects to a designated route
Name of Designated Route:	NC Mountains to Sea Trail
Population Within Buffer Area:	260
Employees Within Buffer Area:	216
Project Sponsor (Organization):	Town of Aurora
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$192,000
Right-of-Way Cost:	\$6,000
Utilities Cost:	\$0
Construction Cost:	\$472,000
Total Project Cost (including PE/Design) - used for required match:	\$670,000
Total Project Cost (without PE/Design) - used for scoring:	\$478,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$478,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for pedestrians.

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: B231361

Mode: Bicycle & Pedestrian

Status: Submitted

SR-1741 (King St)

From/Cross Street: NC-92 (Carteret St)

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

To: Front St

Project Category: Division Needs

Length: 0.47174478

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$473,000

Description:

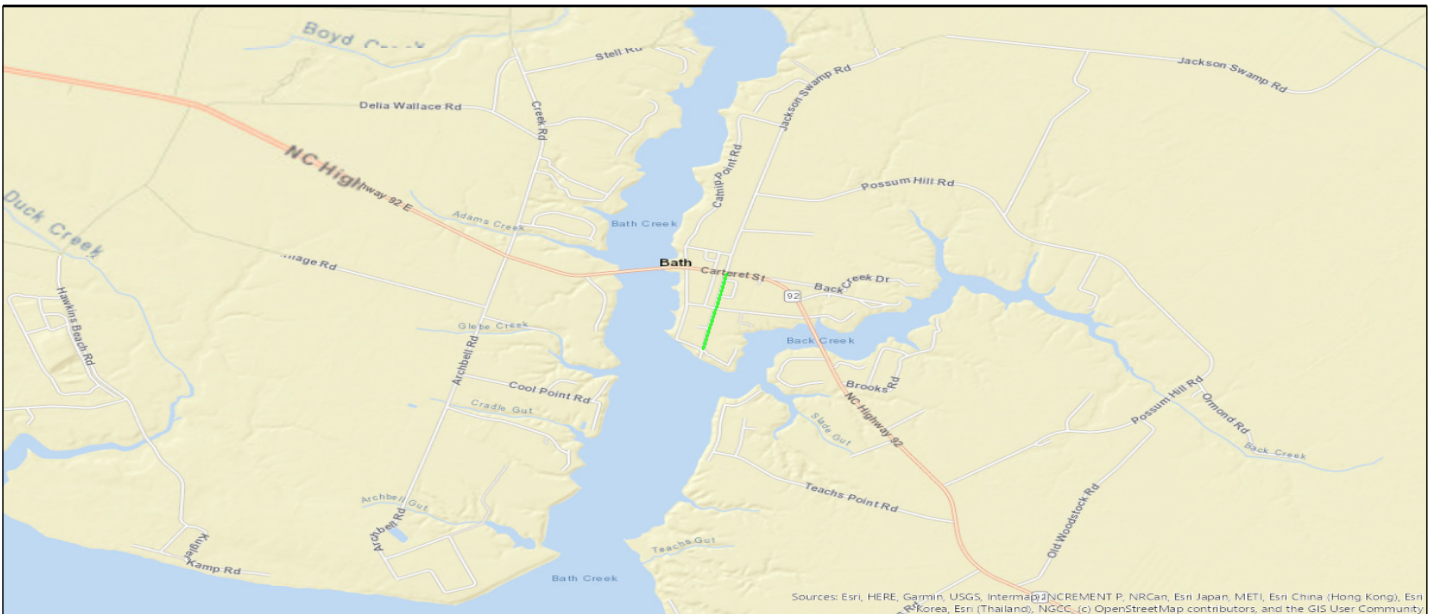
Construct sidewalks along roadway.

Division(s): Division 2

County(s): Beaufort

MPOS(s)/RPO(s): Mid-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:	Beaufort County CTP, 2014
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Bath, Beaufort County
Right-of-Way % Acquired:	0
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:	10
Number of Manual POI:	5
Number of Existing or Committed Connections:	1
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	39
Employees Within Buffer Area:	34
Project Sponsor (Organization):	Town of Bath / Beaufort County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$191,000
Right-of-Way Cost:	\$6,000
Utilities Cost:	\$0
Construction Cost:	\$467,000
Total Project Cost (including PE/Design) - used for required match:	\$664,000
Total Project Cost (without PE/Design) - used for scoring:	\$473,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$473,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for pedestrians.

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: B231363

Mode: Bicycle & Pedestrian

Status: Submitted

W / E Old County Rd

From/Cross Street: US-264 BYP

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

To: US-264 BUS (Pamlico St)

Project Category: Division Needs

Length: 0.61774004

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$738,000

Description:

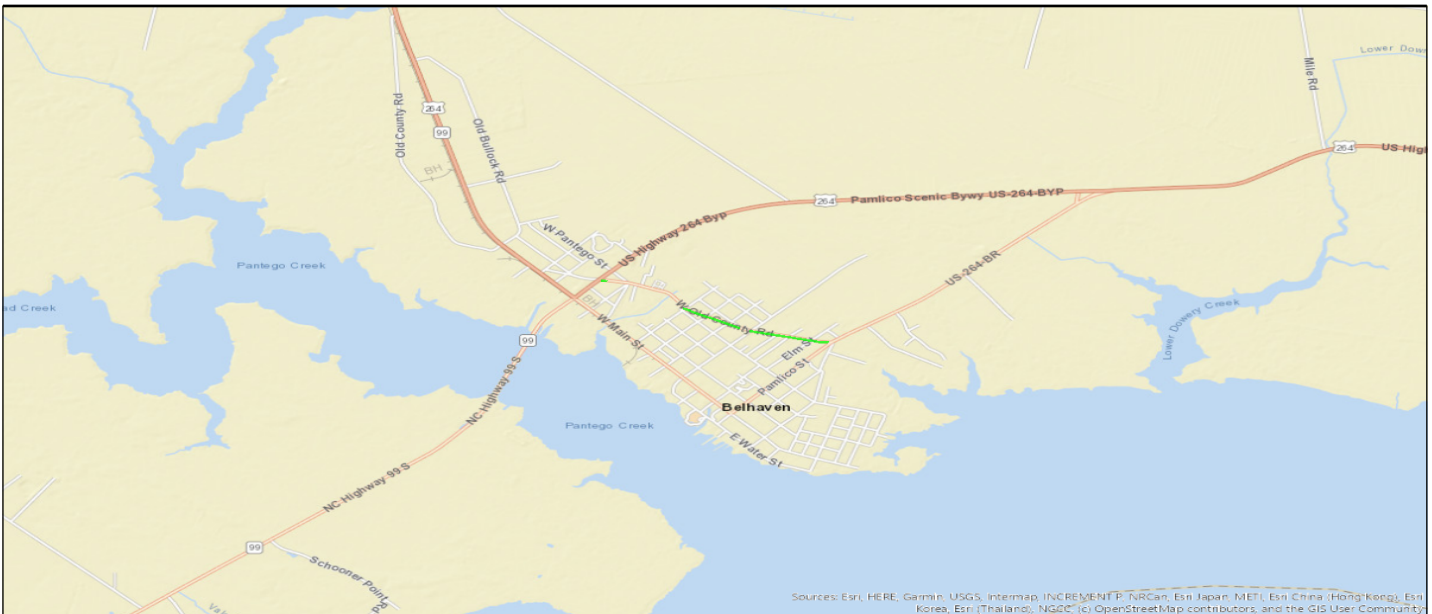
Construct sidewalks and fill in sidewalk gaps along roadway.

Division(s): Division 2

County(s): Beaufort

MPOS(s)/RPO(s): Mid-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:	Beaufort County CTP, 2014
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Town of Belhaven, Beaufort County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.38
Number of Automatic POI:	19
Number of Manual POI:	5
Number of Existing or Committed Connections:	3
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	458
Employees Within Buffer Area:	326
Project Sponsor (Organization):	Town of Belhaven / Beaufort County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$194,000
Right-of-Way Cost:	\$8,000
Utilities Cost:	\$118,000
Construction Cost:	\$612,000
Total Project Cost (including PE/Design) - used for required match:	\$932,000
Total Project Cost (without PE/Design) - used for scoring:	\$738,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$738,000
Source of Cost Estimation:	BPCET

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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improve pedestrian 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

SPOT ID: B231365

Mode: Bicycle & Pedestrian

Status: Submitted

US-17 BUS

From/Cross Street: SR-1143 (Patrick Ln)

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

To: NC-33

Project Category: Division Needs

Length: 0.29530699

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$538,000

Description:

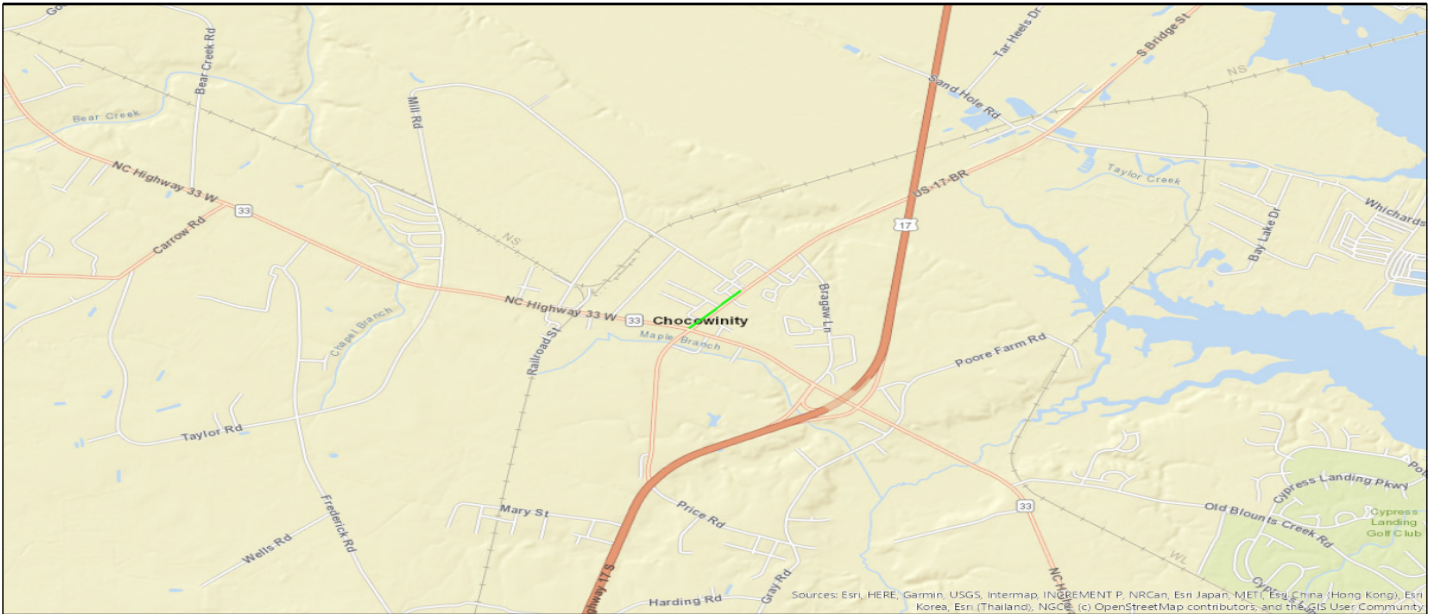
Construct sidewalks along roadway.

Division(s): Division 2

County(s): Beaufort

MPOS(s)/RPO(s): Mid-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:	Beaufort County CTP, 2014
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Chocowinity, Beaufort County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.4
Number of Automatic POI:	14
Number of Manual POI:	4
Number of Existing or Committed Connections:	0
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	TBD
Population Within Buffer Area:	120
Employees Within Buffer Area:	94
Project Sponsor (Organization):	Town of Chocowinity / Beaufort County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$157,000
Right-of-Way Cost:	\$4,000
Utilities Cost:	\$189,000
Construction Cost:	\$345,000
Total Project Cost (including PE/Design) - used for required match:	\$695,000
Total Project Cost (without PE/Design) - used for scoring:	\$538,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$538,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for pedestrians.

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: B192820

Mode: Bicycle & Pedestrian

Status: Submitted

SR-1501 (Highland Dr)

From/Cross Street: Health Department (S Reed Dr)

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

To: ECU Health Beaufort Hospital (E 12th St)

Project Category: Division Needs

Length: 0.58994313

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$715,000

Description:

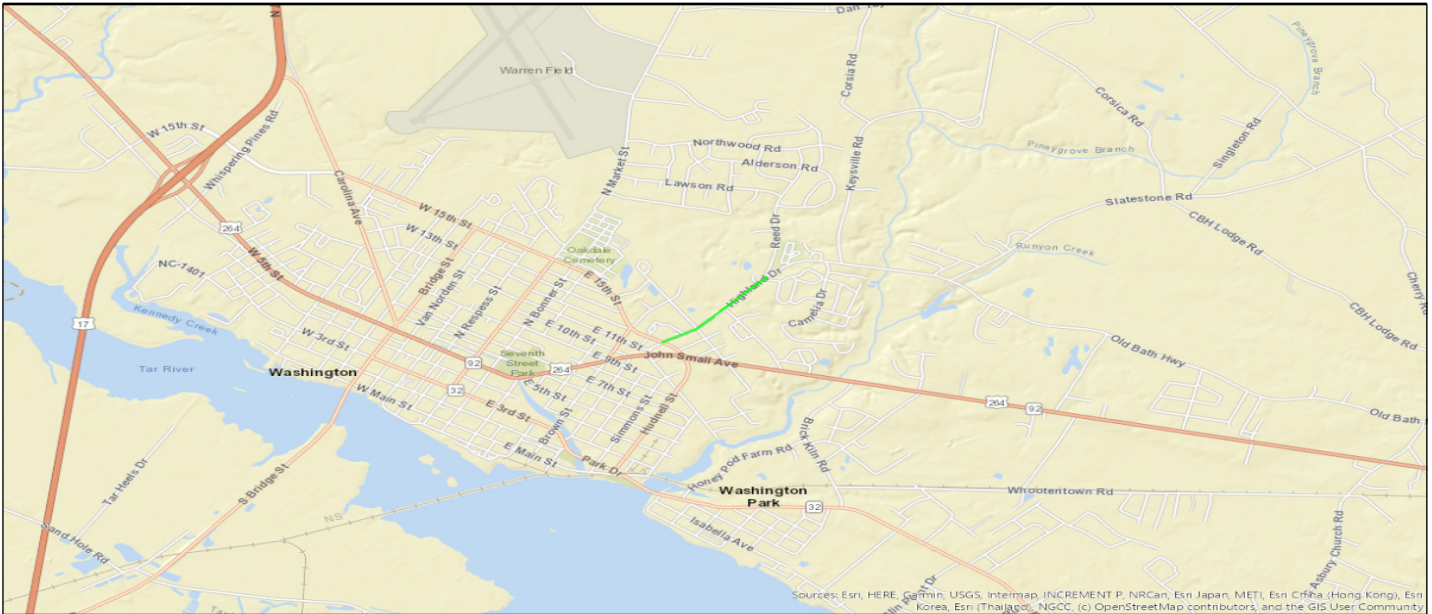
Construct sidewalks along roadway.

Division(s): Division 2

County(s): Beaufort

MPOS(s)/RPO(s): Mid-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%)	1,681	67.45
	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 County CTP, 2014
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	City of Washington, Beaufort County
Right-of-Way % Acquired:	0
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:	26
Number of Manual POI:	9
Number of Existing or Committed Connections:	1
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	2222
Employees Within Buffer Area:	1764
Project Sponsor (Organization):	City of Washington / Beaufort County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$171,000
Right-of-Way Cost:	\$8,000
Utilities Cost:	\$146,000
Construction Cost:	\$561,000
Total Project Cost (including PE/Design) - used for required match:	\$886,000
Total Project Cost (without PE/Design) - used for scoring:	\$715,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$715,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for pedestrians.

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: B230356

Mode: Bicycle & Pedestrian

Status: Submitted

N Market St

From/Cross Street: US-264 (E 5th St)

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

To: SR-1306 (E 15th St)

Project Category: Division Needs

Length: 0.68669337

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$591,000

Description:

Construct bicycle lane within existing right-of-way along northbound lane.

Division(s): Division 2

County(s): Beaufort

MPOS(s)/RPO(s): Mid-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:	2014 City of Washington Comprehensive Bicycle Plan, 2014 Beaufort County CTP
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	City of Washington, County of Beaufort
Right-of-Way % Acquired:	75
PE / Design % Completed:	0
Facility Type:	Bicycle Lane
Bicycle and Pedestrian Crashes:	2
Average Crash Severity:	8
Safety Risk Score:	0.41
Number of Automatic POI:	98
Number of Manual POI:	10
Number of Existing or Committed Connections:	10
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	7484
Employees Within Buffer Area:	6013
Project Sponsor (Organization):	City of Washington / Beaufort County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$211,000
Right-of-Way Cost:	\$5,000
Utilities Cost:	\$98,000
Construction Cost:	\$488,000
Total Project Cost (including PE/Design) - used for required match:	\$802,000
Total Project Cost (without PE/Design) - used for scoring:	\$591,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$591,000
Source of Cost Estimation:	BPCET

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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Purpose and Identified Needs

Primary Purpose: Improved safety for cyclists, pedestrians, and motorists.

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: B231391

Mode: Bicycle & Pedestrian

Status: Submitted

SR-1001 (E Bear Grass Rd)

From/Cross Street: SR-1106 (N Rogers St)

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

To: Taylor Est

Project Category: Division Needs

Length: 0.70030581

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$970,000

Description:

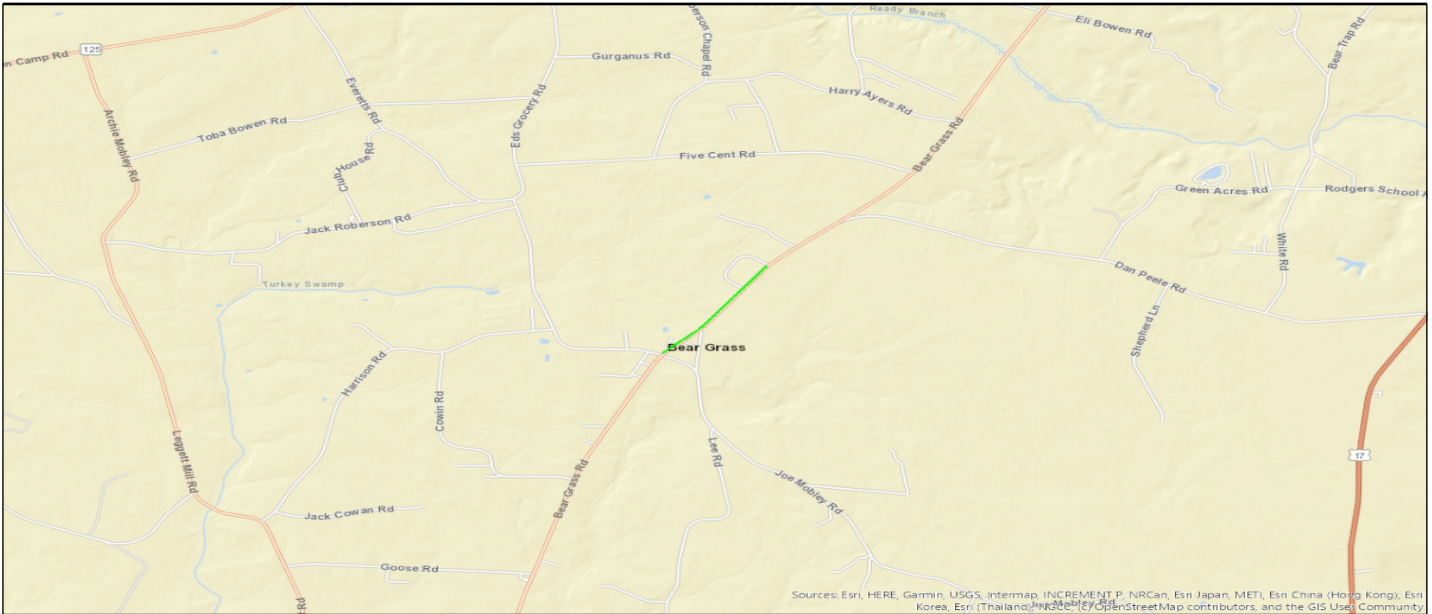
Construct sidewalks along roadway.

Division(s): Division 1

County(s): Martin

MPOS(s)/RPO(s): Mid-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:	Martin County CTP, 2019
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Bear Grass, Martin County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.36
Number of Automatic POI:	6
Number of Manual POI:	2
Number of Existing or Committed Connections:	0
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	102
Employees Within Buffer Area:	86
Project Sponsor (Organization):	Town of Bear Grass / Martin County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$188,000
Right-of-Way Cost:	\$5,000
Utilities Cost:	\$299,000
Construction Cost:	\$666,000
Total Project Cost (including PE/Design) - used for required match:	\$1,158,000
Total Project Cost (without PE/Design) - used for scoring:	\$970,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$970,000
Source of Cost Estimation:	BPCET

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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 safety for pedestrians. Multiple students from Bear Grass Charter School walk along E Bear Grass Rd to get to/from school. Having a sidewalk would provide a safe area for students (and residents) to walk along.

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: B231400

Mode: Bicycle & Pedestrian

Status: Submitted

NC-125 / NC-903 (S Front St)

From/Cross Street: SR-1433 (W Main St)

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

To: SR-1429 (Penco Dr)

Project Category: Division Needs

Length: 0.72577552

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$833,000

Description:

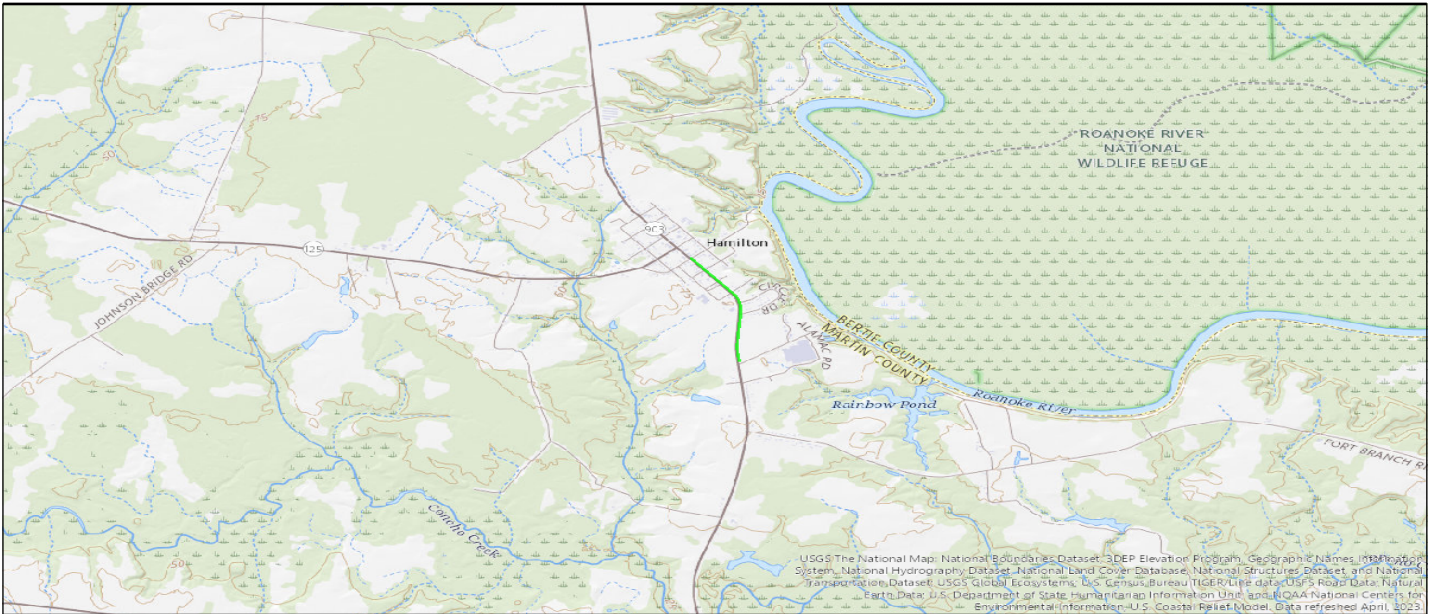
Construct sidewalks along roadway.

Division(s): Division 1

County(s): Martin

MPOS(s)/RPO(s): Mid-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:	Martin County CTP, 2019
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Hamilton, Martin County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.37
Number of Automatic POI:	9
Number of Manual POI:	2
Number of Existing or Committed Connections:	2
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	21
Employees Within Buffer Area:	19
Project Sponsor (Organization):	Town of Hamilton / Martin County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$192,000
Right-of-Way Cost:	\$5,000
Utilities Cost:	\$138,000
Construction Cost:	\$690,000
Total Project Cost (including PE/Design) - used for required match:	\$1,025,000
Total Project Cost (without PE/Design) - used for scoring:	\$833,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$833,000
Source of Cost Estimation:	BPCET

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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 safety for pedestrians.

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: B231401

Mode: Bicycle & Pedestrian

Status: Submitted

US-64 BUS (Main St)

From/Cross Street: Sunset Ave

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

To: Hardison St

Project Category: Division Needs

Length: 0.20099075

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$240,000

Description:

Construct sidewalks along roadway.

Division(s): Division 1

County(s): Martin

MPOS(s)/RPO(s): Mid-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:	Martin County CTP, 2019
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Jamesville, Martin County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.38
Number of Automatic POI:	8
Number of Manual POI:	4
Number of Existing or Committed Connections:	0
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	45
Employees Within Buffer Area:	39
Project Sponsor (Organization):	Town of Jamesville / Martin County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$125,000
Right-of-Way Cost:	\$2,000
Utilities Cost:	\$39,000
Construction Cost:	\$199,000
Total Project Cost (including PE/Design) - used for required match:	\$365,000
Total Project Cost (without PE/Design) - used for scoring:	\$240,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$240,000
Source of Cost Estimation:	BPCET

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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 safety for pedestrians.

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: B231402

Mode: Bicycle & Pedestrian

Status: Submitted

James St

From/Cross Street: SR-1164 (N Main St)

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

To: Jones St

Project Category: Division Needs

Length: 0.14837091

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$134,000

Description:

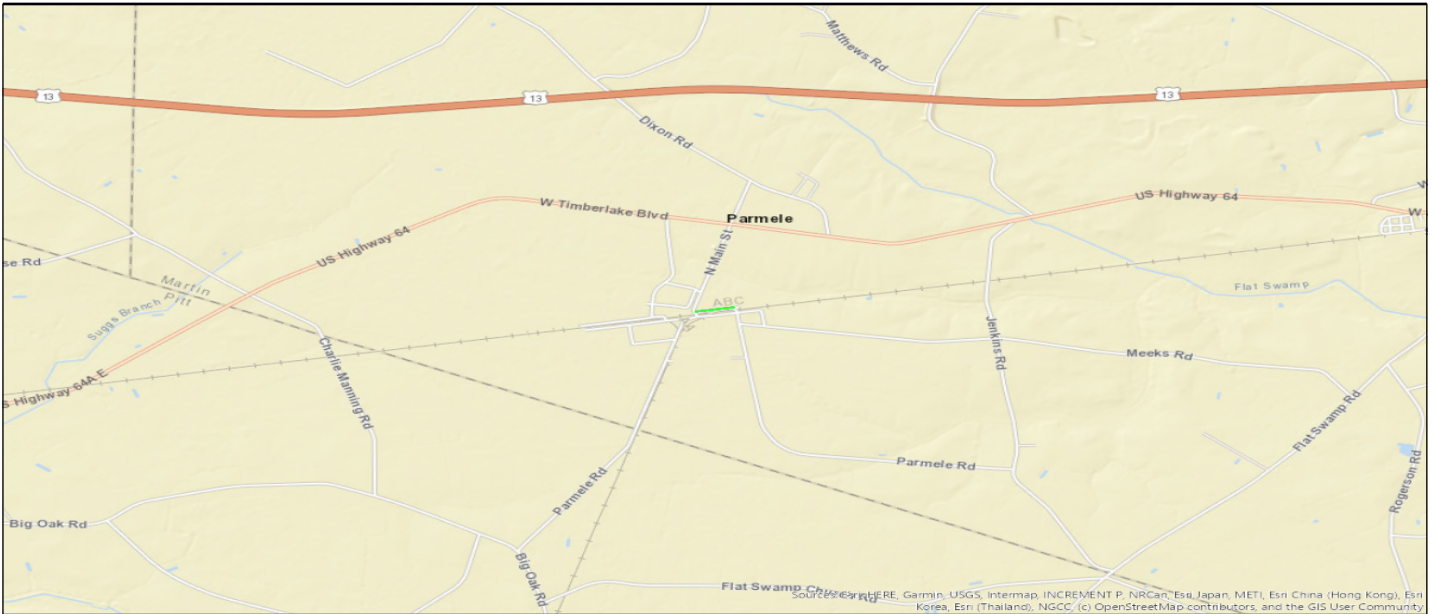
Construct sidewalks along roadway.

Division(s): Division 1

County(s): Martin

MPOS(s)/RPO(s): Mid-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:	Martin County CTP, 2019
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Town of Parmele, Martin County
Right-of-Way % Acquired:	0
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:	3
Number of Manual POI:	1
Number of Existing or Committed Connections:	0
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	48
Employees Within Buffer Area:	42
Project Sponsor (Organization):	Town of Parmele / Martin County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$106,000
Right-of-Way Cost:	\$1,000
Utilities Cost:	\$15,000
Construction Cost:	\$118,000
Total Project Cost (including PE/Design) - used for required match:	\$240,000
Total Project Cost (without PE/Design) - used for scoring:	\$134,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$134,000
Source of Cost Estimation:	BPCET

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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 safety for pedestrians.

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: B231405

Mode: Bicycle &ped; Pedestrian

Status: Submitted

US-64 ALT / US-13 (E Academy St)

From/Cross Street: N Grimes St

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

To: SR-1431 (Nelson Rd)

Project Category: Division Needs

Length: 0.41791433

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$480,000

Description:

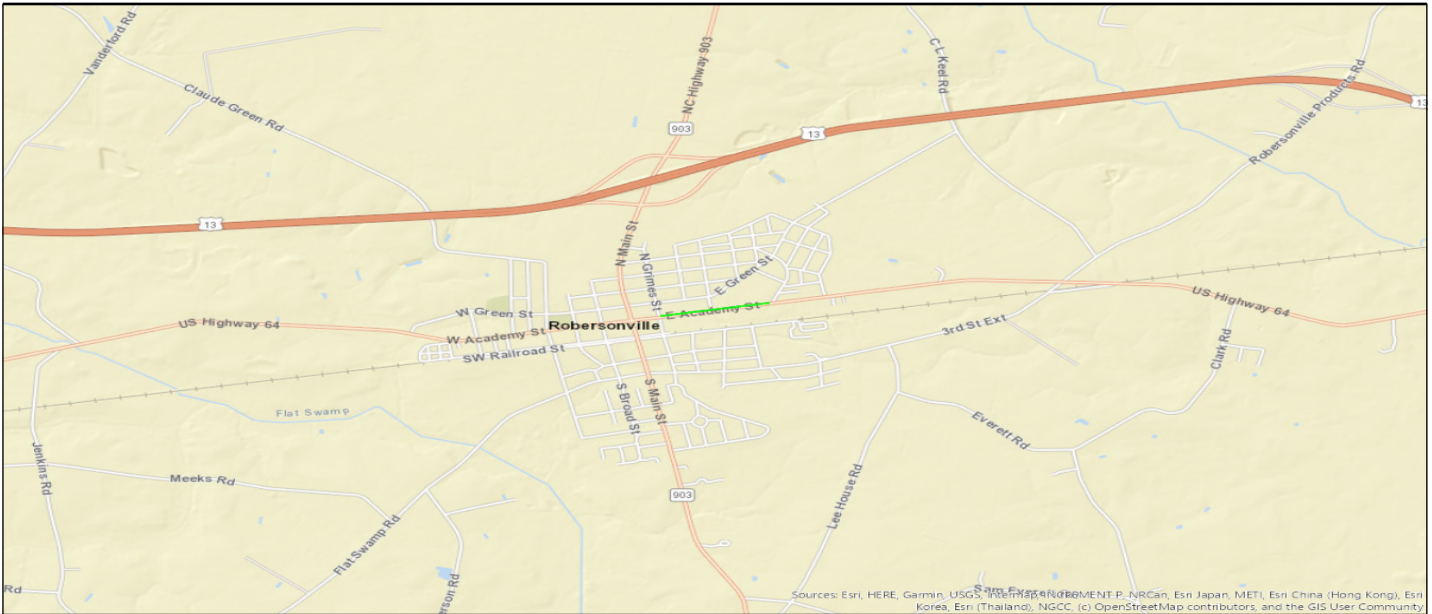
Construct sidewalks along roadway.

Division(s): Division 1

County(s): Martin

MPOS(s)/RPO(s): Mid-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:	Martin County CTP, 2019
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Robersonville, Martin County
Right-of-Way % Acquired:	0
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:	21
Number of Manual POI:	2
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	123
Employees Within Buffer Area:	105
Project Sponsor (Organization):	Town of Robersonville / Martin County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$162,000
Right-of-Way Cost:	\$3,000
Utilities Cost:	\$80,000
Construction Cost:	\$397,000
Total Project Cost (including PE/Design) - used for required match:	\$642,000
Total Project Cost (without PE/Design) - used for scoring:	\$480,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$480,000
Source of Cost Estimation:	BPCET

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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 safety for pedestrians.

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: B170820

Mode: Bicycle & Pedestrian

Status: Submitted

Washington St in Williamston

From/Cross Street: Garrett Road

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

To: Peele Street

Project Category: Division Needs

Length: 0.68358835

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$917,000

Description:

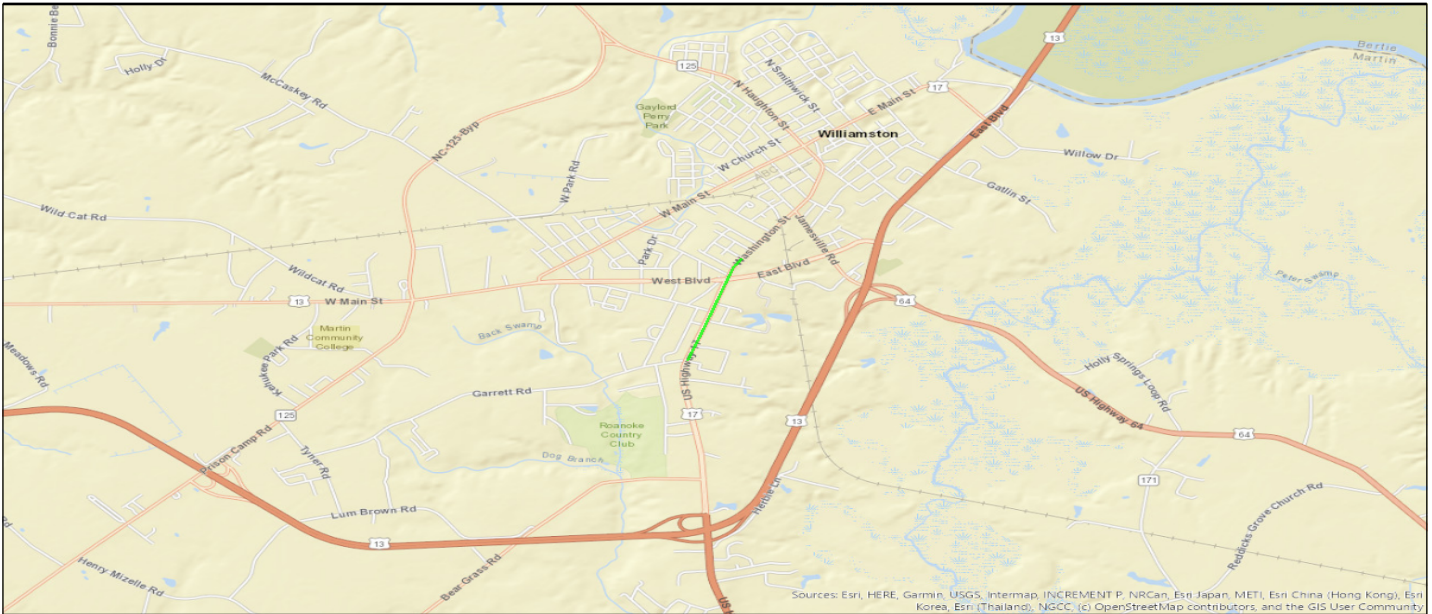
Install sidewalks and curb ramps along the west side of Washington St between the drainage ditch and easement limits.

Division(s): Division 1

County(s): Martin

MPOS(s)/RPO(s): Mid-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%)	679	32.55
	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:	Martin County CTP, 2019
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Williamston, Martin County
Right-of-Way % Acquired:	0
PE / Design % Completed:	3
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.35
Number of Automatic POI:	25
Number of Manual POI:	8
Number of Existing or Committed Connections:	1
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	922
Employees Within Buffer Area:	830
Project Sponsor (Organization):	Town of Williamston
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$224,000
Right-of-Way Cost:	\$5,000
Utilities Cost:	\$130,000
Construction Cost:	\$782,000
Total Project Cost (including PE/Design) - used for required match:	\$1,141,000
Total Project Cost (without PE/Design) - used for scoring:	\$917,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$917,000
Source of Cost Estimation:	BPCET

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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 mobility and 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

SPOT ID: B231408

Mode: Bicycle & Pedestrian

Status: Submitted

US-64 ALT (W Washington St)

From/Cross Street: SR-1429 (Cemetery Rd)

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

To: Jenkins St

Project Category: Division Needs

Length: 0.68821178

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$799,000

Description:

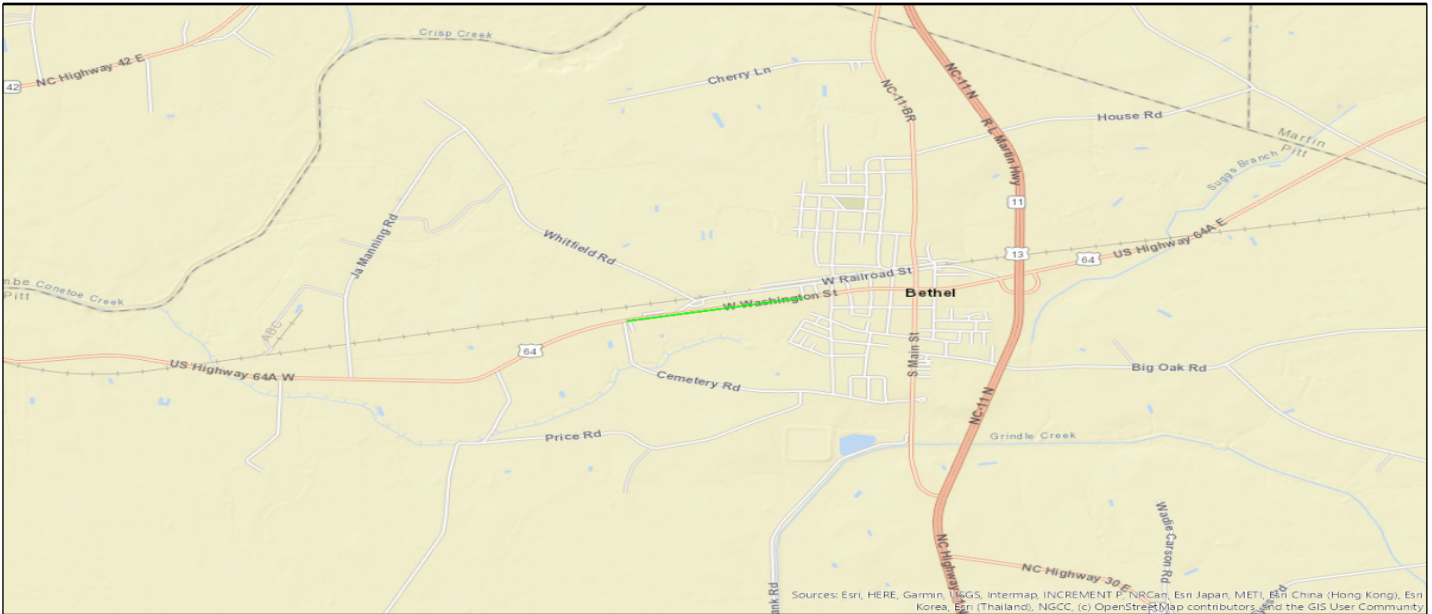
Construct sidewalks along roadway.

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Mid-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:	Pitt County CTP, 2023 (Draft)
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Bethel, Pitt County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.38
Number of Automatic POI:	8
Number of Manual POI:	2
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	486
Employees Within Buffer Area:	421
Project Sponsor (Organization):	Town of Bethel / Pitt County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$202,000
Right-of-Way Cost:	\$41,000
Utilities Cost:	\$131,000
Construction Cost:	\$627,000
Total Project Cost (including PE/Design) - used for required match:	\$1,001,000
Total Project Cost (without PE/Design) - used for scoring:	\$799,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$799,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for pedestrians.

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: B231410

Mode: Bicycle & Pedestrian

Status: Submitted

US-64 ALT (E Washington St)

From/Cross Street: East St

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

To: E Railroad St

Project Category: Division Needs

Length: 0.46893443

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$696,000

Description:

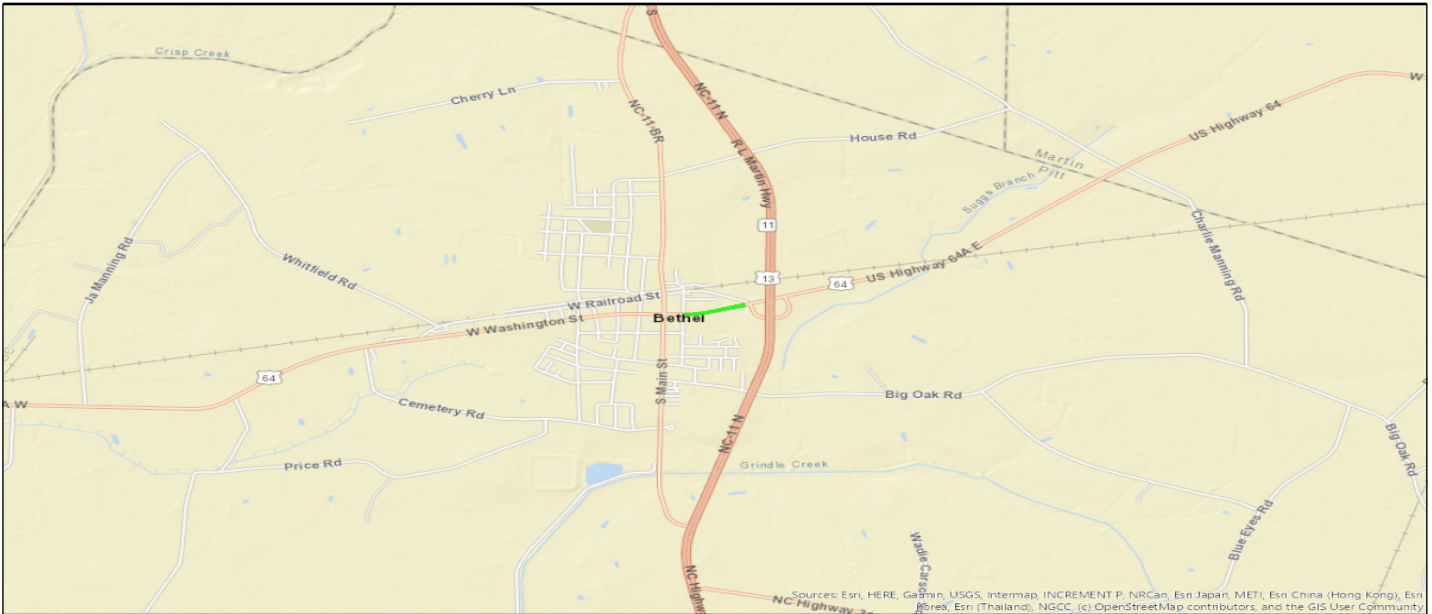
Construct sidewalks along roadway.

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Mid-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:	Pitt County CTP, 2023 (Draft)
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Bethel, Pitt County
Right-of-Way % Acquired:	0
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:	9
Number of Manual POI:	3
Number of Existing or Committed Connections:	2
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	142
Employees Within Buffer Area:	123
Project Sponsor (Organization):	Town of Bethel / Pitt County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$172,000
Right-of-Way Cost:	\$28,000
Utilities Cost:	\$222,000
Construction Cost:	\$446,000
Total Project Cost (including PE/Design) - used for required match:	\$868,000
Total Project Cost (without PE/Design) - used for scoring:	\$696,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$696,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for pedestrians.

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: B231413

Mode: Bicycle & Pedestrian

Status: Submitted

SR-1568 (School Rd)

From/Cross Street: NC-33 (Pitt St)

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

To: SR-1565 (N Beaufort St)

Project Category: Division Needs

Length: 0.62069427

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$716,000

Description:

Construct sidewalks along roadway.

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Mid-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:	Pitt County CTP, 2023 (Draft)
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Grimesland, Pitt County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	76
Safety Risk Score:	0.4
Number of Automatic POI:	12
Number of Manual POI:	1
Number of Existing or Committed Connections:	1
Planned Connections?	Yes
Improves or Connects to Designated Route:	Project connects to a designated route
Name of Designated Route:	NC Mountains to Sea Trail
Population Within Buffer Area:	135
Employees Within Buffer Area:	123
Project Sponsor (Organization):	Town of Grimesland / Pitt County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$387,000
Right-of-Way Cost:	\$37,000
Utilities Cost:	\$89,000
Construction Cost:	\$590,000
Total Project Cost (including PE/Design) - used for required match:	\$1,103,000
Total Project Cost (without PE/Design) - used for scoring:	\$716,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$716,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for pedestrians.

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: B231415

Mode: Bicycle & Pedestrian

Status: Submitted

SR-1567 (Clarks Neck Rd)

From/Cross Street: Wilderness Ln

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

To: SR-1565 (N Grimesland Bridge Rd)

Project Category: Division Needs

Length: 4.87693004

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,753,000

Description:

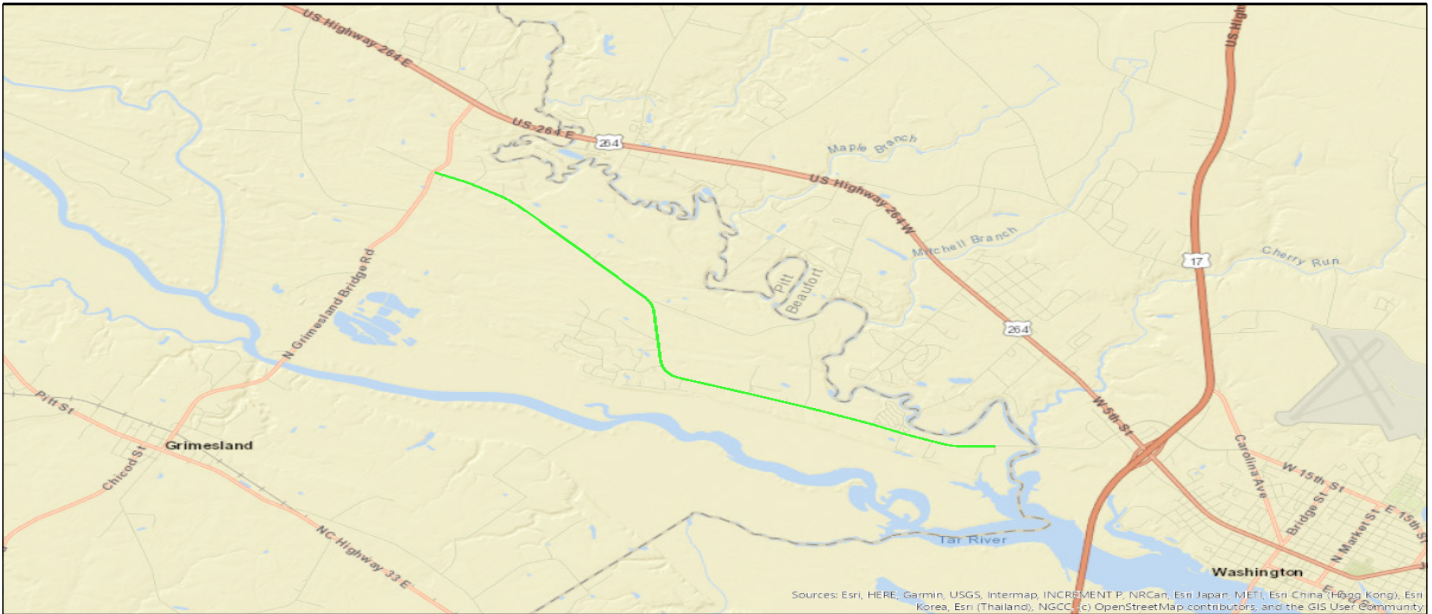
Construct on-road designated bicycle lane.

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Mid-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:	Pitt County CTP, 2023 (Draft)
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Pitt County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Bicycle Lane
Bicycle and Pedestrian Crashes:	1
Average Crash Severity:	8
Safety Risk Score:	0.27
Number of Automatic POI:	26
Number of Manual POI:	0
Number of Existing or Committed Connections:	0
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	4215
Employees Within Buffer Area:	3373
Project Sponsor (Organization):	Pitt County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$499,000
Right-of-Way Cost:	\$405,000
Utilities Cost:	\$464,000
Construction Cost:	\$2,884,000
Total Project Cost (including PE/Design) - used for required match:	\$4,252,000
Total Project Cost (without PE/Design) - used for scoring:	\$3,753,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$3,753,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for cyclists and motorists.

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: B231417

Mode: Bicycle & Pedestrian

Status: Submitted

SR-1565 (N Grimesland Bridge Rd)

From/Cross Street: SR-1567 (Clarks Neck Rd)

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

To: US-264

Project Category: Division Needs

Length: 0.71410502

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$572,000

Description:

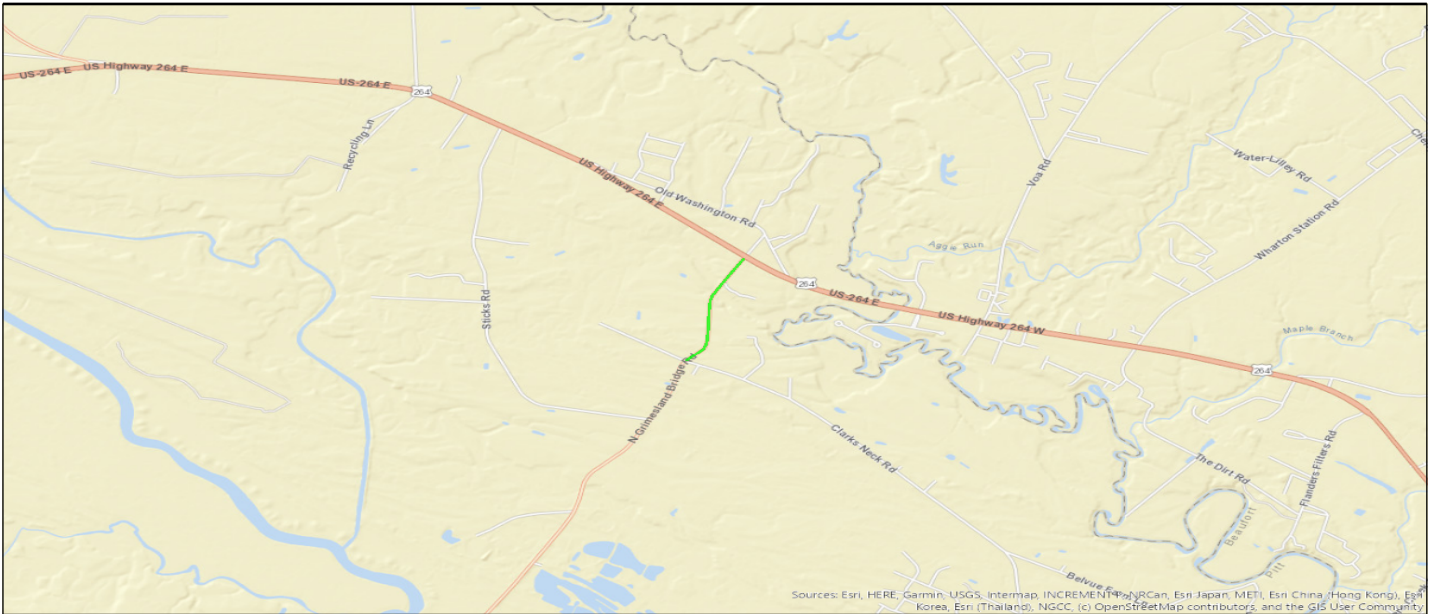
Construct on-road designated bicycle lane.

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Mid-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:	Pitt County CTP, 2023 (Draft)
Within 2 mi. of K-8 School?	No
Local Government(s) where project is located:	Pitt County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Bicycle Lane
Bicycle and Pedestrian Crashes:	0
Average Crash Severity:	0
Safety Risk Score:	0.28
Number of Automatic POI:	5
Number of Manual POI:	0
Number of Existing or Committed Connections:	0
Planned Connections?	No
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	1009
Employees Within Buffer Area:	763
Project Sponsor (Organization):	Pitt County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$186,000
Right-of-Way Cost:	\$60,000
Utilities Cost:	\$68,000
Construction Cost:	\$444,000
Total Project Cost (including PE/Design) - used for required match:	\$758,000
Total Project Cost (without PE/Design) - used for scoring:	\$572,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$572,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for cyclists and motorists.

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: B231420

Mode: Bicycle & Pedestrian

Status: Submitted

NC-121 / US-258 (W Wilson St)

From/Cross Street: US-258 BUS (N Main St)

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

To: SR-2107 (Edward Main Rd)

Project Category: Division Needs

Length: 2.02058228

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,556,000

Description:

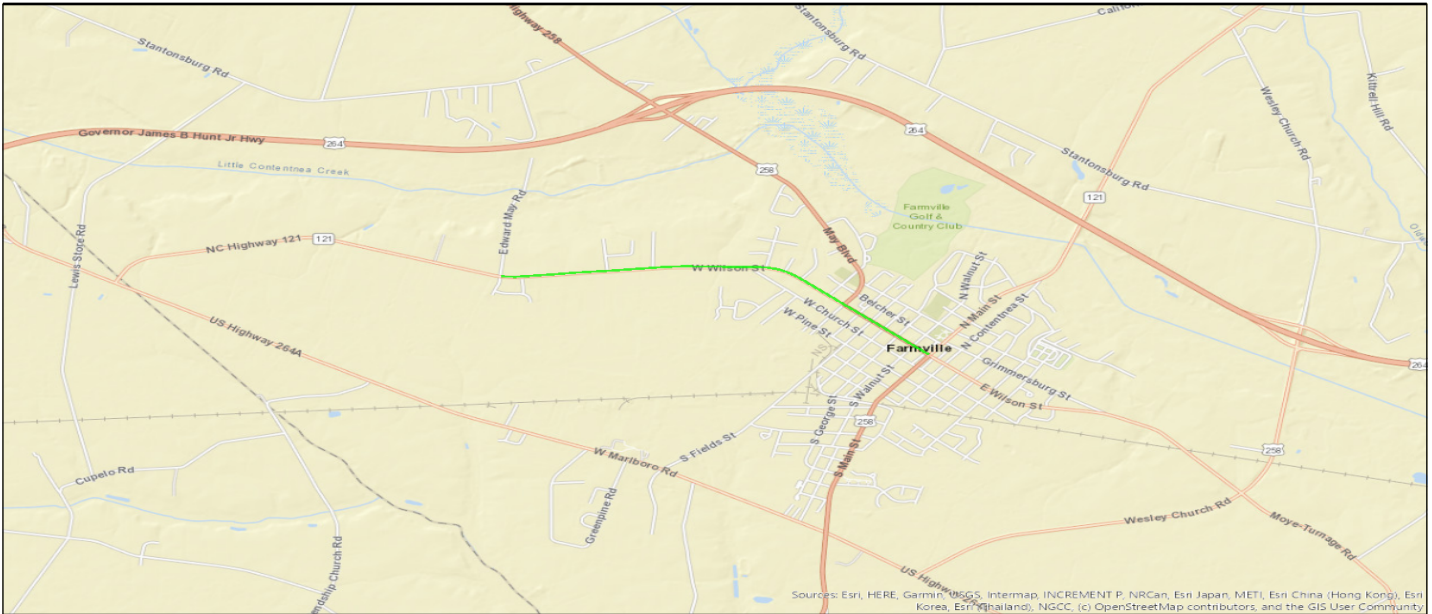
Construct sidewalks and fill in sidewalk gaps along roadway.

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Mid-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:	Pitt County CTP, 2023 (Draft)
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Town of Farmville, Pitt County
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Facility Type:	Sidewalk
Bicycle and Pedestrian Crashes:	2
Average Crash Severity:	8
Safety Risk Score:	0.38
Number of Automatic POI:	18
Number of Manual POI:	5
Number of Existing or Committed Connections:	6
Planned Connections?	Yes
Improves or Connects to Designated Route:	Neither
Name of Designated Route:	N/A
Population Within Buffer Area:	1246
Employees Within Buffer Area:	1071
Project Sponsor (Organization):	Town of Farmville / Pitt County
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$299,000
Right-of-Way Cost:	\$119,000
Utilities Cost:	\$385,000
Construction Cost:	\$2,052,000
Total Project Cost (including PE/Design) - used for required match:	\$2,855,000
Total Project Cost (without PE/Design) - used for scoring:	\$2,556,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$2,556,000
Source of Cost Estimation:	BPCET

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
Mid-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 safety for pedestrians.

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.

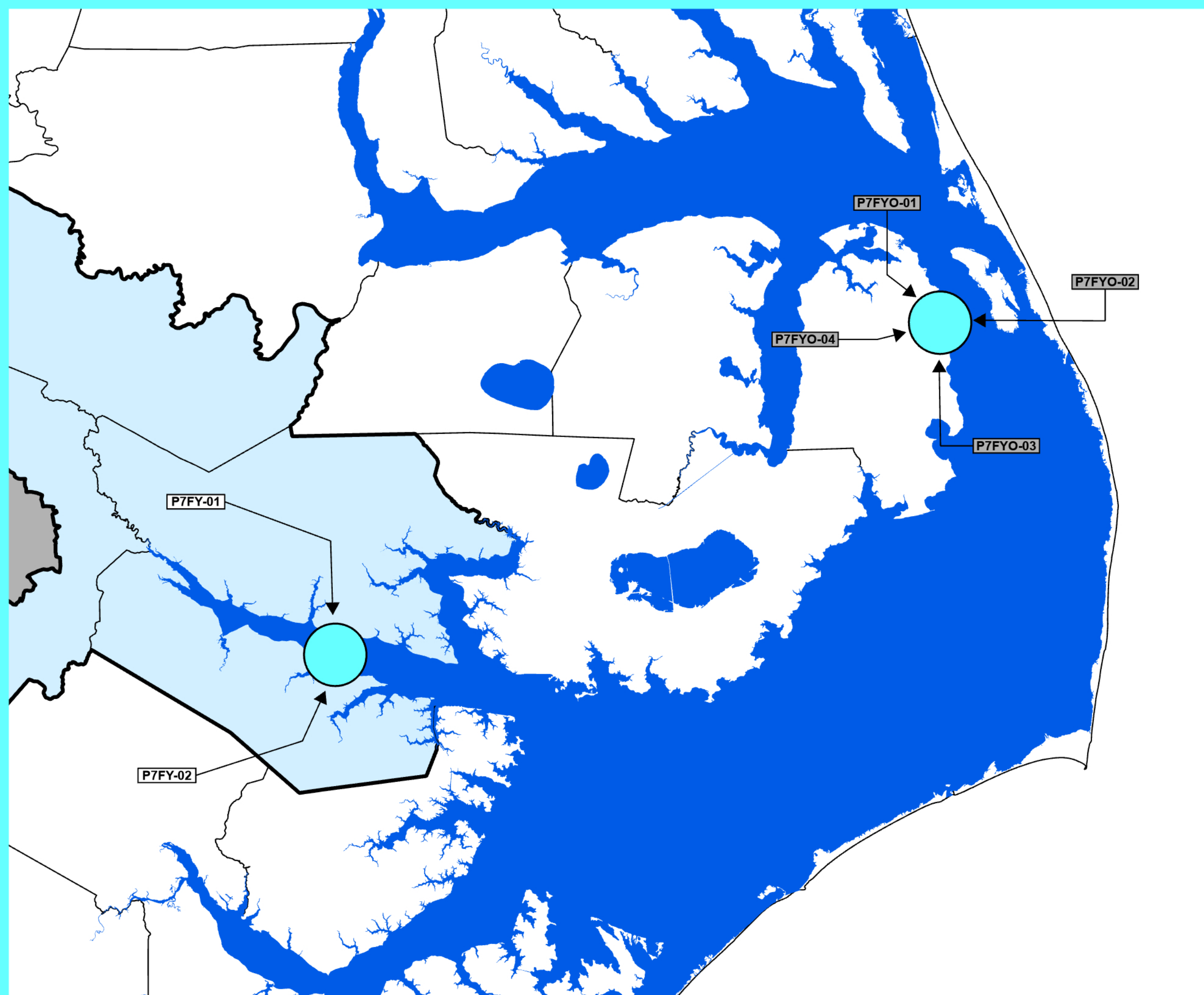
FY



FERRY

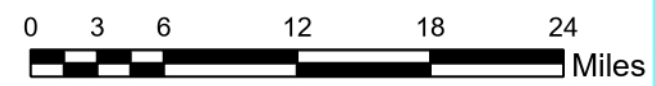
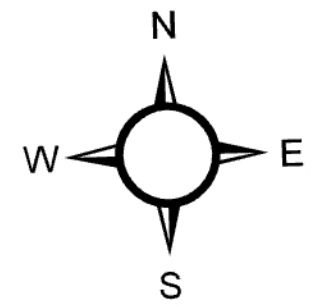
FERRY PROJECTS SUBMITTED IN PRIORITIZATION 7.0
MID-EAST RURAL PLANNING ORGANIZATION

FY	INTERNAL ID	SUBMITTAL TYPE	P7 SUBMITTER	SPOT ID	TIP	COUNTY(S)	DIVISION(S)	STIP REGION(S)	RPO(S) / MPO(S)	FUNDING CATEGORY	SIT	ROUTE	PROJECT DESCRIPTION	EST. SOURCE	EST. TOT	PAGE
F E R R Y	P7FY-01	New	Mid-East RPO	F231469	N/A	Beaufort	2	B	Mid-East RPO	Division Needs	4 - Replacement Vessel - River Class Ferry	Bayview-Aurora	Project will replace the aging River Class vessel (M/V Russell) with a new River Class vessel to increase safety, mobility, and reliability.	Ferry Division Engineering Unit	\$ 25,768,160.00	116
	P7FY-02	New	Mid-East RPO	F231438	N/A	Beaufort	2	B	Mid-East RPO	Regional Impact	13 - Other Terminal or Shipyard Unrestricted	Bayview-Aurora	Replace Bayview and Aurora Operations Buildings / Comfort Centers.	Mott MacDonald	\$ 1,379,000.00	120
	P7FYO-01	SBO	Albemarle RPO	F192745	N/A	Beaufort, Brunswick, Carteret, Craven, Currituck, Dare, Hyde, New Hanover, Pamlico	1, 2, 3	A, B	Albemarle RPO, Cape Fear RPO, Down East RPO, Mid-East RPO, Wilmington MPO	Regional Impact	13 - Other Terminal or Shipyard Infrastructure	Manns Harbor Shipyard	Project would replace the deteriorated current water tower with new a new tank storage system and an entirely improved water system for the Shipyard. This includes fire suppression systems, new pumps, water treatment facilities, and other improved systems to provide clean and pressurized water throughout the campus.	Transystems	\$ 10,000,000.00	124
	P7FYO-02	SBO	Albemarle RPO	F192751	N/A	Beaufort, Brunswick, Carteret, Craven, Currituck, Dare, Hyde, New Hanover, Pamlico	1, 2, 3	A, B	Albemarle RPO, Cape Fear RPO, Down East RPO, Mid-East RPO, Wilmington MPO	Regional Impact	13 - Other Terminal or Shipyard Infrastructure	Manns Harbor Shipyard	Refurbishment of the aging synchro-Lift to increase reliability and ensure haul out capabilities. To include equipment upgrades, retrofits, and dredging	Ferry Division	\$ 3,000,000.00	128
	P7FYO-03	SBO	Albemarle RPO	F231106	N/A	Beaufort, Brunswick, Carteret, Craven, Currituck, Dare, Hyde, New Hanover, Pamlico	1, 2, 3	A, B	Albemarle RPO, Cape Fear RPO, Down East RPO, Mid-East RPO, Wilmington MPO	Regional Impact	13 - Other Terminal or Shipyard Infrastructure	Manns Harbor Shipyard	Construction of a dorm facility at the Manns Harbor Shipyard.	Ferry Division	\$ 3,000,000.00	132
	P7FYO-04	SBO	Albemarle RPO	F231109	N/A	Beaufort, Brunswick, Carteret, Craven, Currituck, Dare, Hyde, New Hanover, Pamlico	1, 2, 3	A, B	Albemarle RPO, Cape Fear RPO, Down East RPO, Mid-East RPO, Wilmington MPO	Regional Impact	2 - Replacement Vessel (Support Fleet) - Barge	All	Replace the aging crane barge Skyc0 that performs piling, bulkhead, and ramp and gantry work at each Ferry terminal in the system.	Ferry Division	\$ 8,857,805.00	136
NOTE: ALL PROJECTS LISTED ARE UNFUNDED AND ARE CURRENTLY BEING SCORED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. PROJECT DETAILS & COST ESTIMATES ARE SUBJECT TO CHANGE.														SUM	\$ 52,004,965.00	FY



MID-EAST RURAL PLANNING ORGANIZATION
PRIORITIZATION 7.0 FERRY PROJECTS

INTERNAL ID	SPOT ID	SIT	ROUTE	PROJECT DESCRIPTION
P7FY-01	F231469	4 - Replacement Vessel - River Class Ferry	Bayview-Aurora	Project will replace the aging River Class vessel (M/V Russell) with a new River Class vessel to increase safety, mobility, and reliability.
P7FY-02	F231438	13 - Other Terminal or Shipyard Unrestricted	Bayview-Aurora	Replace Bayview and Aurora Operations Buildings / Comfort Centers.
P7FYO-01	F192745	13 - Other Terminal or Shipyard Infrastructure	Manns Harbor Shipyard	Project would replace the deteriorated current water tower with new a new tank storage system and an entirely improved water system for the Shipyard. This includes fire suppression systems, new pumps, water treatment facilities, and other improved systems to provide clean and pressurized water throughout the campus.
P7FYO-02	F192751	13 - Other Terminal or Shipyard Infrastructure	Manns Harbor Shipyard	Refurbishment of the aging synchro-Lift to increase reliability and ensure haul out capabilities. To include equipment upgrades, retrofits, and dredging
P7FYO-03	F231106	13 - Other Terminal or Shipyard Infrastructure	Manns Harbor Shipyard	Construction of a dorm facility at the Manns Harbor Shipyard.
P7FYO-04	F231109	2 - Replacement Vessel (Support Fleet) - Barge	All	Replace the aging crane barge Skyco that performs piling, bulkhead, and ramp and gantry work at each Ferry terminal in the system.





NCDOT Prioritization 7.0 Project Summary

SPOT ID: F231469

Mode: Ferry

Status: Submitted

Aurora - Bayview

Location: Bayview-Aurora

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

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$25,768,160

Description:

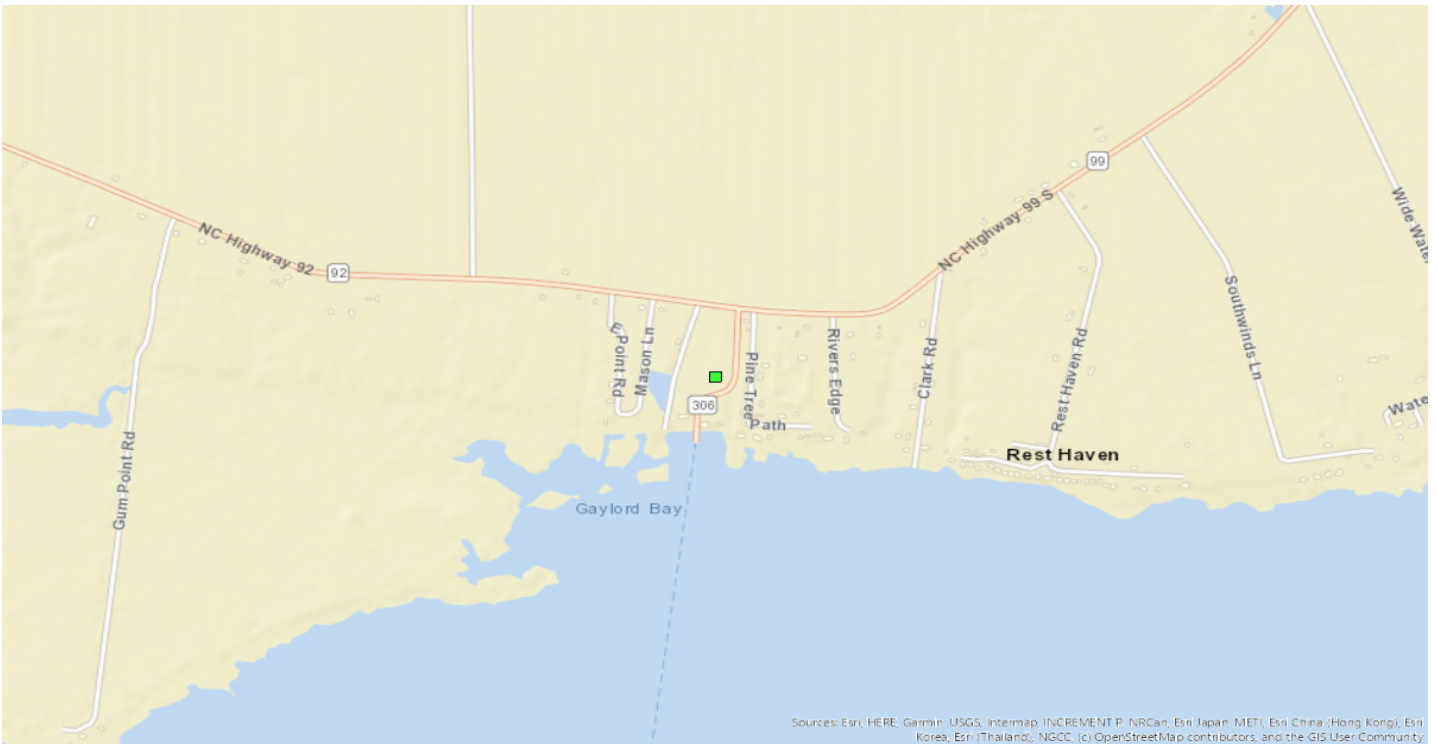
Project will replace the aging River Class vessel (M/V Russell) with a new River Class vessel to increase safety, mobility, and reliability.

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 Division Capital Plan
Submitted by:	Mid-East RPO
Original Submitter:	Mid-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: Replacement of the aging River Class vessel (M/V Russell) with a new River 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: F231438

Mode: Ferry

Status: Submitted

Aurora - Bayview

Location: Bayview-Aurora

Specific Improvement Type: 13 - Other Terminal or Shipyard Infrastructure

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,379,000

Description:

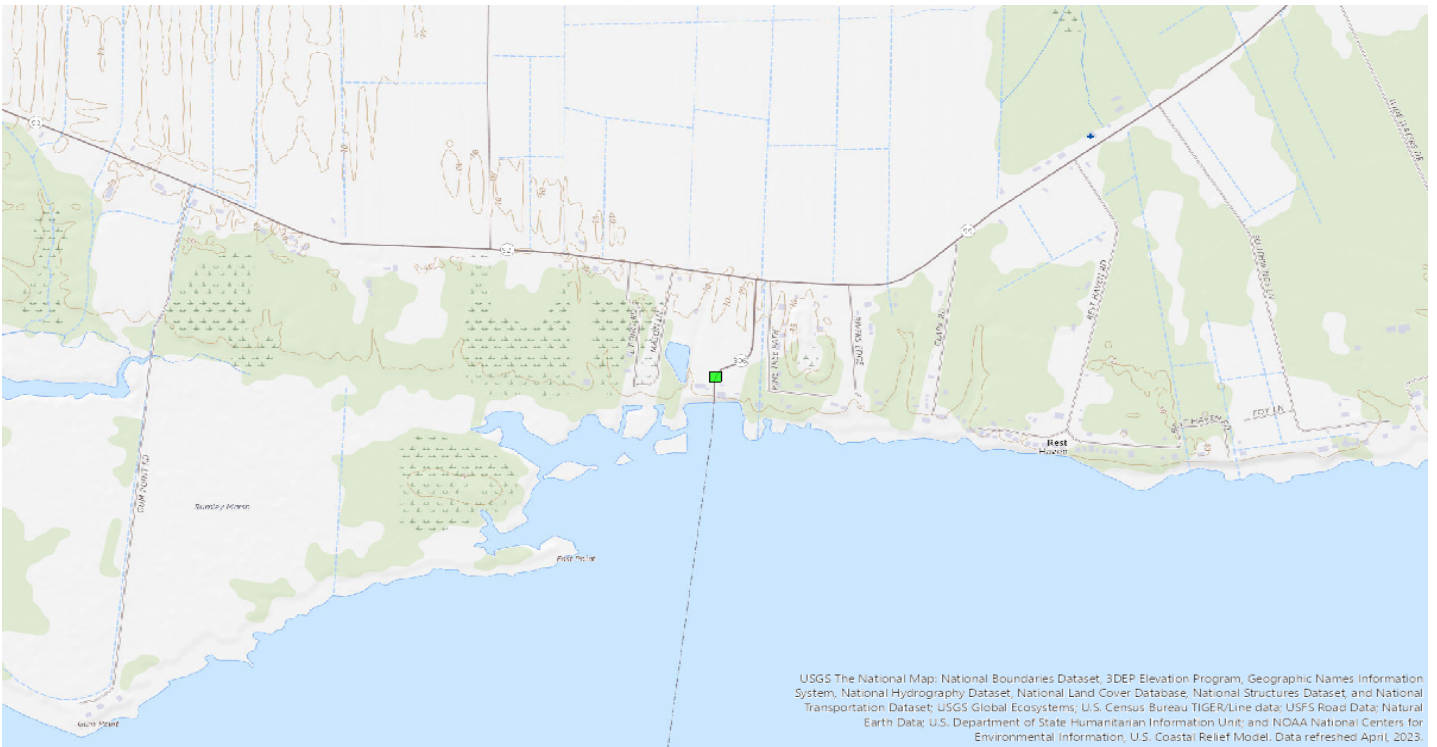
Replace Bayview and Aurora Operations Buildings / Comfort Centers.

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 Division Capital Plan
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$1,379,000
Total Project Cost:	\$1,379,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$1,379,000
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: Project will be to replace the existing facility for a new building that is larger to accommodate increased working area, offices, storage, and improve customer experience.

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: F192745

Mode: Ferry

Status: Submitted

New Route

Location: Manns Harbor Shipyard

Specific Improvement Type: 13 - Other Terminal or Shipyard Infrastructure

Project Category:

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$10,000,000

Description:

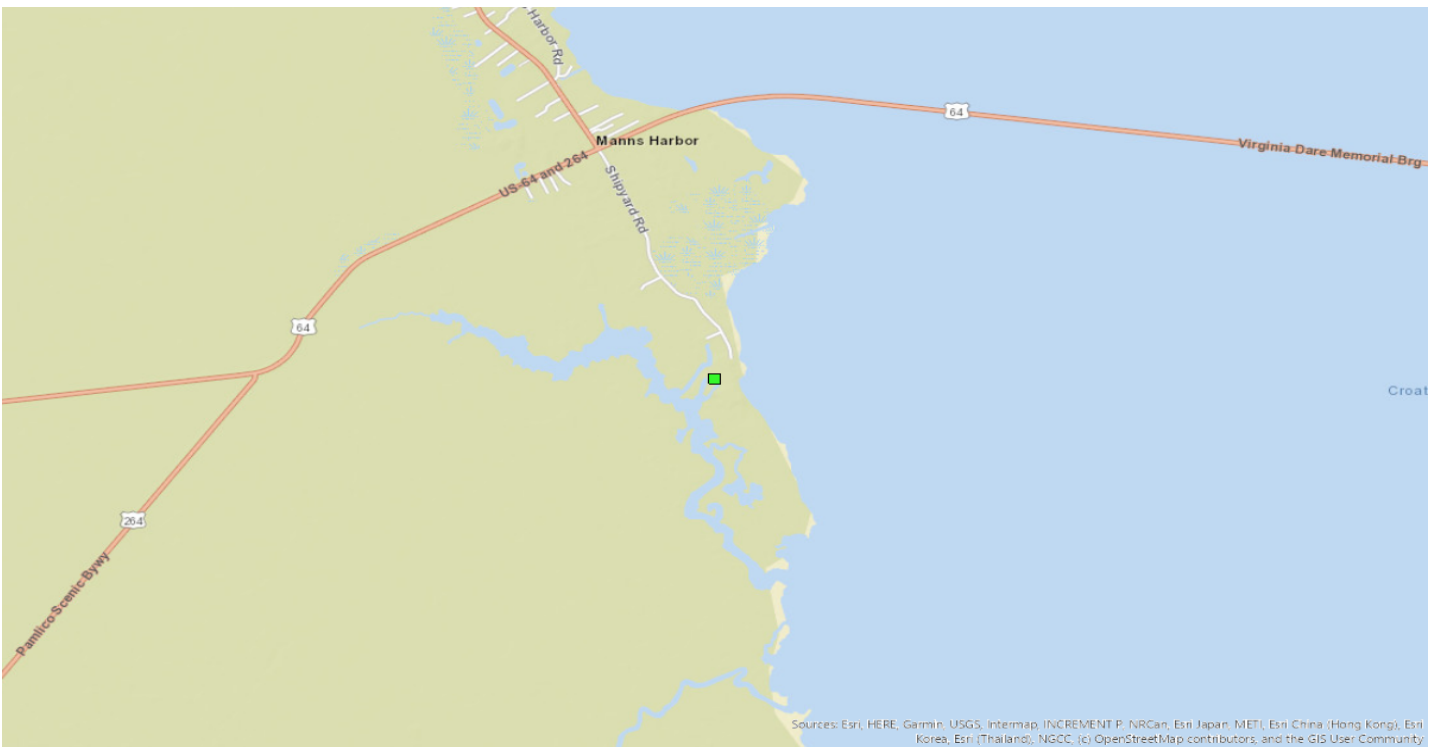
Project would be to replace the deteriorated current water tower with new 200,000 gallon ground storage tank at a new location on the Shipyard property. This project would also require additional pumps to supply adequate flow and a new well constructed.

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:	Division 1
Original Submitter:	Division 1 (P6)

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$10,000,000
Total Project Cost:	\$10,000,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$10,000,000
Source of Cost Estimation:	Transystems

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 would be to replace the deteriorated current water tower with new 200,000 gallon ground storage tank at a new location on the Shipyard property. This project would also require additional pumps to supply adequate flow and a new well constructed.

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: F192751

Mode: Ferry

Status: Submitted

New Route

Location: Manns Harbor Shipyard

Specific Improvement Type: 13 - Other Terminal or Shipyard Infrastructure

Project Category:

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,000,000

Description:

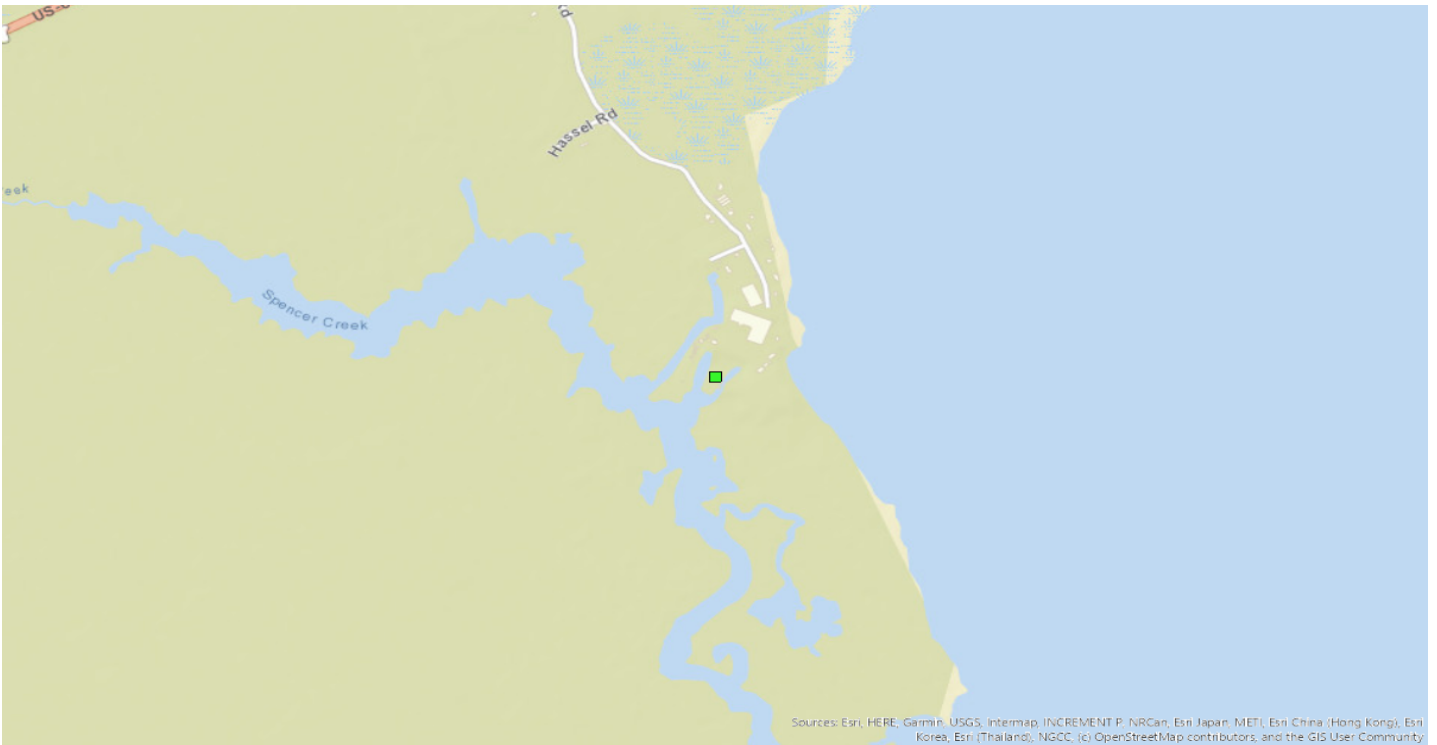
Replacement of the aging synchro-Lift to increase reliability and ensure haul out capabilities

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:	Division 1
Original Submitter:	Division 1 (P6)

Project Cost:

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

Project Ownership

Division

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: The synchro-lift at the Manns Harbor Shipyard is aging and needs replacement in order to be reliable and efficient in hauling out ferry vessels in order to perform needed corrective and preventative maintenance.

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: F231106

Mode: Ferry

Status: Submitted

Hatteras - Ocracoke (South Dock) - vehicle

Location: Manns Harbor Shipyard

Specific Improvement Type: 13 - Other Terminal or Shipyard Infrastructure

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,000,000

Description:

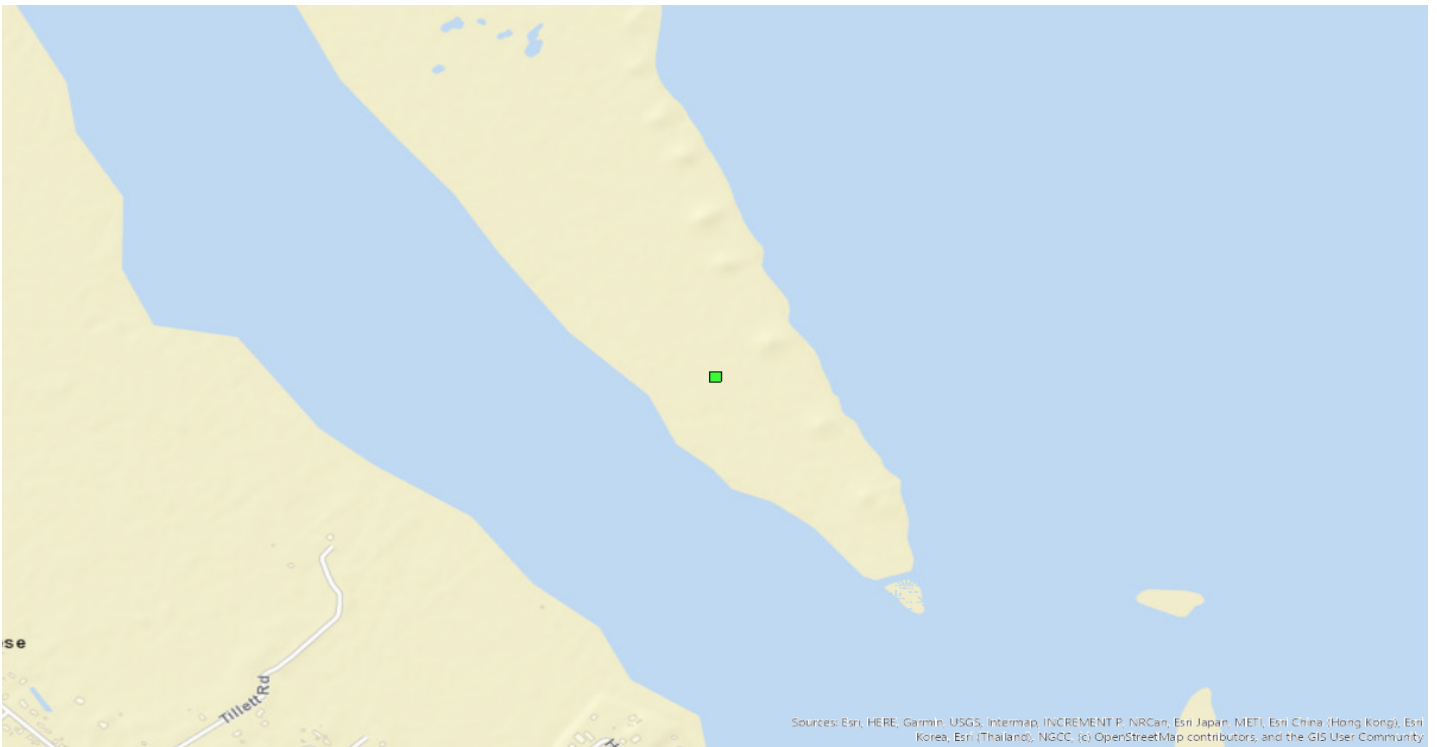
Construction of a dorm facility at the Manns Harbor Shipyard

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:	?
Submitted by:	Albemarle RPO
Original Submitter:	TBD

Project Cost:

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

Project Ownership

Division

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Construction of a dorm facility at the Manns Harbor Shipyard

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: F231109

Mode: Ferry

Status: Submitted

Statewide: Support Vessel

Location: All routes

Specific Improvement Type: 2 - Replacement Vessel (Support Fleet) - Barge

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$8,857,805

Description:

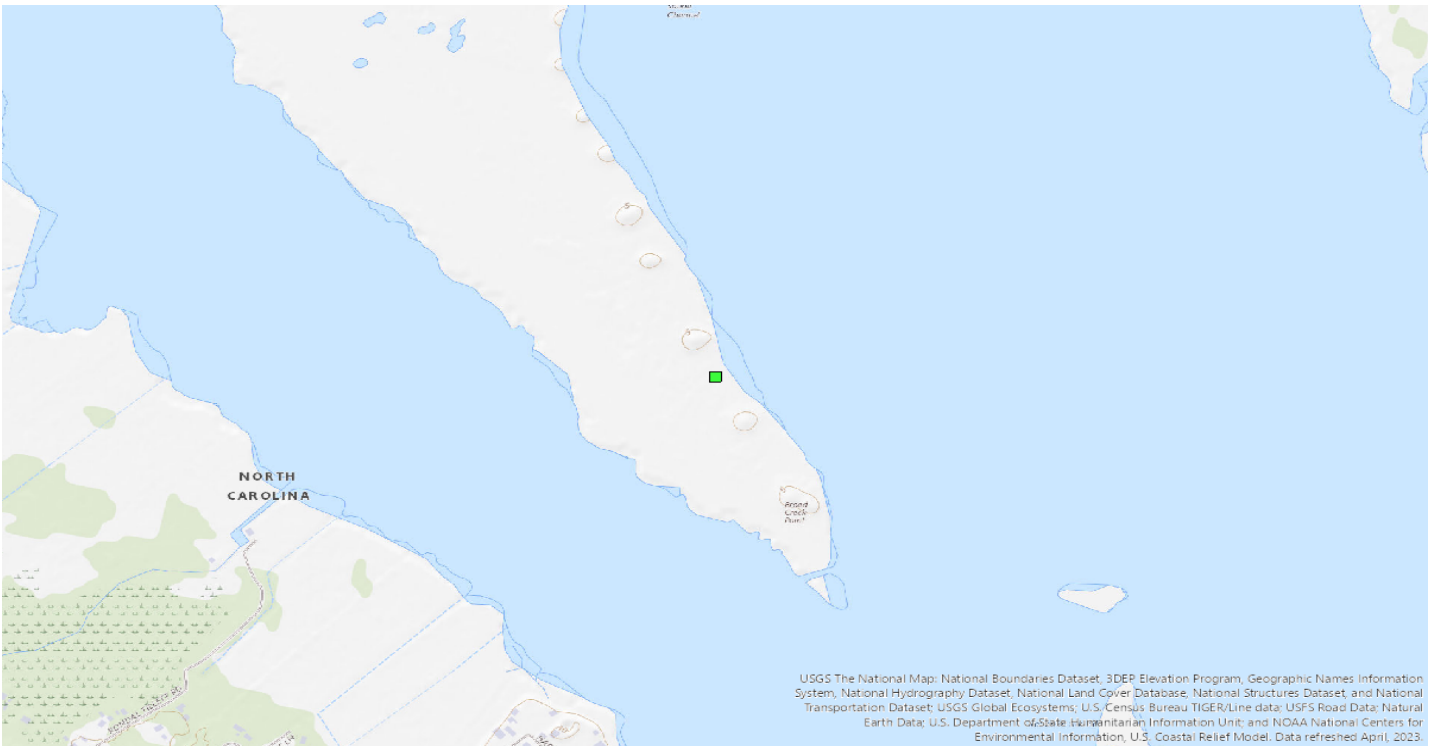
Replace the aging crane barge Skyco that performs piling, bulkhead, and ramp and gantry work at each Ferry terminal in the system

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:	?
Submitted by:	Albemarle RPO
Original Submitter:	TBD

Project Cost:

Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$8,857,805
Total Project Cost:	\$8,857,805
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$8,857,805
Source of Cost Estimation:	ferry division

Project Ownership

Division

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

MPO/RPO

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

Project Purpose and Identified Needs

Primary Purpose: Replace the aging crane barge Skyco that performs piling, bulkhead, and ramp and gantry work at each Ferry terminal in the system

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.

HW



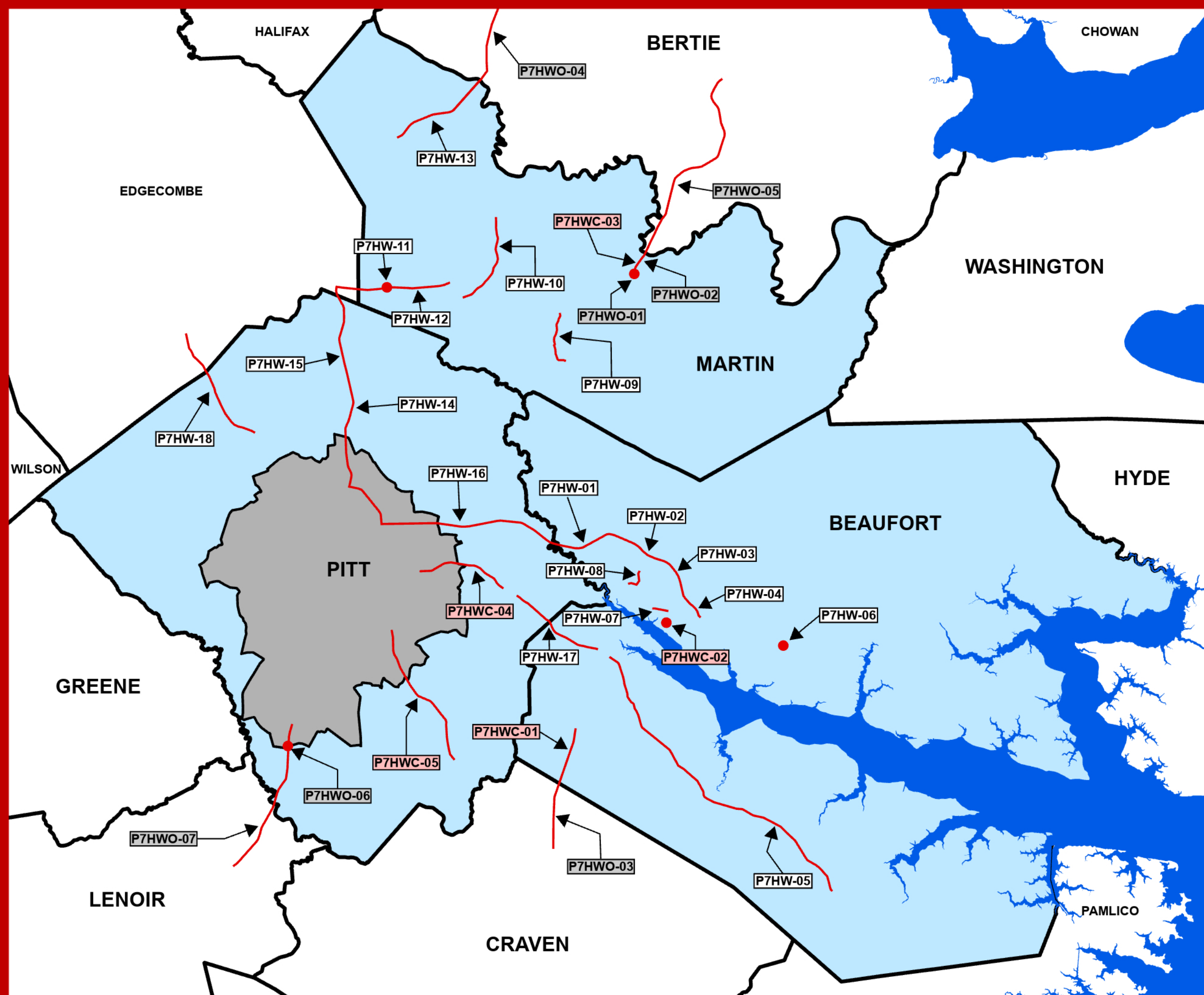
HIGHWAY

**HIGHWAY PROJECTS SUBMITTED IN PRIORITIZATION 7.0
MID-EAST RURAL PLANNING ORGANIZATION**

HW	INTERNAL ID	SUBMITTAL TYPE	P7 SUBMITTER	SPOT ID	TIP	COUNTY(S)	MUNICIPALITY(S)	DIVISION(S)	STIP REGION(S)	RPO(S) / MPO(S)	FUNDING CATEGORY	SIT	ROUTE	FROM	TO	PROJECT DESCRIPTION	CTP	EST. SOURCE	EST. ROW	EST. UTL	EST. CON	EST. TOT	PAGE
	P7HW-01	New	Mid-East RPO	F022023-A	NA	Beaufort	Unincorporated	2	B	Mid-East RPO	Statewide Mobility	5 - Construct Roadway On New Location	New Route - US-264 Washington Northern Bypass - A	SR-1410 (VOA Rd)	US-17	Construct four-lane divided freeway on new location from SR-1410 (VOA Rd) to US-17 with 46' depressed median, guardrails, and paved shoulders.	Yes	FS	\$ 39,900,000.00	\$ 7,500,000.00	\$ 155,200,000.00	\$ 202,600,000.00	143
	P7HW-02	New	Mid-East RPO	H090233-B	NA	Beaufort	Unincorporated	2	B	Mid-East RPO	Statewide Mobility	5 - Construct Roadway On New Location	New Route - US-264 Washington Northern Bypass - B	US-17	SR-1422 (Market St Ext)	Construct four-lane divided freeway on new location from US-17 to SR-1422 (Market St Ext) with 46' depressed median, guardrails, and paved shoulders.	Yes	HWCET	\$ 17,447,000.00	\$ 2,617,000.00	\$ 146,292,000.00	\$ 166,356,000.00	147
	P7HW-03	New	Mid-East RPO	H090233-C	NA	Beaufort	Unincorporated	2	B	Mid-East RPO	Statewide Mobility	5 - Construct Roadway On New Location	New Route - US-264 Washington Northern Bypass - C	SR-1422 (Market St Ext)	SR-1507 (Slatestone Rd)	Construct four-lane divided freeway on new location from SR-1422 (Market St Ext) to SR-1507 (Slatestone Rd) with 46' depressed median, guardrails, and paved shoulders.	Yes	HWCET	\$ 17,232,000.00	\$ 2,585,000.00	\$ 146,594,000.00	\$ 166,411,000.00	151
	P7HW-04	New	Mid-East RPO	H090233-D	NA	Beaufort	Unincorporated	2	B	Mid-East RPO	Statewide Mobility	5 - Construct Roadway On New Location	New Route - US-264 Washington Northern Bypass - D	SR-1507 (Slatestone Rd)	US-264	Construct four-lane divided freeway on new location from SR-1507 (Slatestone Rd) to US-264 with 46' depressed median, guardrails, and paved shoulders.	Yes	HWCET	\$ 52,009,000.00	\$ 7,801,000.00	\$ 148,985,000.00	\$ 208,795,000.00	155
	P7HW-05	Holding Tank	Mid-East RPO	H090738-A	NA	Beaufort	Aurora, Chocowinity, Unincorporated	2	B	Mid-East RPO	Regional Impact	1 - Widen Existing Roadway	NC-33	NC-306	US-17 BYP	Upgrade existing two-lane undivided highway to two-lane with TWLTL with 12 lanes and 2' paved shoulders.	Yes	FS	\$ 37,099,000.00	\$ 18,352,780.00	\$ 125,400,000.00	\$ 180,851,780.00	159
	P7HW-06	New	Mid-East RPO	H230132	NA	Beaufort	Unincorporated	2	B	Mid-East RPO	Regional Impact	10 - Improve Intersection	US-264 / NC-92	US-264 / NC-92	US-264 / NC-92	Convert existing at-grade intersection to one-lane roundabout.	No	HWCET	\$ 662,000.00	\$ -	\$ 3,418,000.00	\$ 4,080,000.00	163
	P7HW-07	New	Mid-East RPO	H230030	NA	Beaufort	Washington	2	B	Mid-East RPO	Regional Impact	11 - Access Management	US-264 (John Small Ave)	SR-1501 (Highland Dr)	SR-1303 (Brick Kln Rd)	Convert existing four-lane with TWLTL to four-lane divided with 17'-6" concrete median and convert existing intersections at Hodges Ave & Avon Ave to one-lane directional crossover or RCI. Consolidate Driveways.	No	HWCET	\$ 5,741,000.00	\$ 861,000.00	\$ 40,767,000.00	\$ 47,369,000.00	167
	P7HW-08	New	Mid-East RPO	H230844	NA	Beaufort	Washington	2	B	Mid-East RPO	Division Needs	5 - Construct Roadway On New Location	New Route - Aerospace Industrial Park Access Rd	US-17 BUS (Carolina Ave)	SR-1509 (Springs Rd)	Construct two-lane undivided roadway on new location from US-17 BUS (Carolina Ave) to SR-1509 (Springs Rd) with 12' lanes and 2' paved shoulders.	No	HWCET	\$ 253,000.00	\$ 38,000.00	\$ 19,023,000.00	\$ 19,314,000.00	171
	P7HW-09	New	Mid-East RPO	H230842	NA	Martin	Bear Grass, Unincorporated	1	A	Mid-East RPO	Division Needs	16 - Modernize Existing Roadway	SR-1106 (Eds Grocery Rd)	SR-1001 (E Bear Grass Rd)	SR-1142 (Prison Camp Rd)	Widen to 12' lanes with 2' paved shoulders.	Yes	HWCET	\$ 184,000.00	\$ -	\$ 11,074,000.00	\$ 11,258,000.00	175
	P7HW-10	Holding Tank	Mid-East RPO	H170819	NA	Martin	Robersonville, Unincorporated	1	A	Mid-East RPO	Division Needs	16 - Modernize Existing Roadway	SR-1159 (3rd St / Robersonville Products Rd)	SR-1150 (Everett Rd)	NC-903	Widen road from 20' to 28' and add pavement strengthening.	Yes	HWCET	\$ 184,000.00	\$ -	\$ 19,483,000.00	\$ 19,667,000.00	179
	P7HW-11	Holding Tank	Mid-East RPO	H230845	NA	Martin	Parnelle, Unincorporated	1	A	Mid-East RPO	Division Needs	9 - Convert Grade Separation to Interchange	US-64 (Future I-87)	SR-1303 (Dixon Rd)	SR-1303 (Dixon Rd)	Convert existing grade separation to interchange.	No	HWCET	\$ 4,410,000.00	\$ -	\$ 22,785,000.00	\$ 27,195,000.00	183
	P7HW-12	Holding Tank	Mid-East RPO	H192969	NA	Martin, Edgecombe	Unincorporated	1,4	A	Mid-East RPO, Upper Coastal Plain RPO	Statewide Mobility	17 - Upgrade Freeway to Interstate Standards	US-64 (Future I-87)	NC-11 / US-13	NC-903	Upgrade existing freeway to Interstate Standards. To include ITS and Signing Improvements, existing ramps (Exits 502,505, 507, 512, & 514) widen to 16' lane width.	Yes	HWCET	\$ 5,880,000.00	\$ -	\$ 85,226,000.00	\$ 91,106,000.00	187
	P7HW-13	New	Mid-East RPO	H230843	NA	Martin	Oak City, Unincorporated	1	A	Mid-East RPO	Regional Impact	16 - Modernize Existing Roadway	NC-11	NC-125	Martin/Bertie Line	Widen to 12' lanes with 2' paved shoulders.	No	HWCET	\$ 184,000.00	\$ -	\$ 24,959,000.00	\$ 25,143,000.00	191
	P7HW-14	New	Mid-East RPO	H150861-A	NA	Pitt	Greenville, Unincorporated	2	B	Mid-East RPO, Greenville MPO	Regional Impact	3 - Upgrade Expressway to Freeway	NC-11 / US-13	US-264 ALT (Greenville Blvd NE)	SR-1510 (Thigpen Rd)	Upgrade existing expressway segment to freeway standards. Four-lane divided with 46' depressed median, guardrails, and paved shoulders.	Yes	HWCET*	\$ 25,137,000.00	\$ 3,771,000.00	\$ 365,681,000.00	\$ 394,589,000.00	195
	P7HW-15	New	Mid-East RPO	H150861-B	NA	Pitt, Edgecombe	Bethel, Unincorporated	2,4	A, B	Mid-East RPO, Upper Coastal Plain RPO	Regional Impact	3 - Upgrade Expressway to Freeway	NC-11 / US-13	SR-1510 (Thigpen Rd)	US-64 (Future I-87)	Upgrade existing expressway segment to freeway standards. Four-lane divided with 46' depressed median, guardrails, and paved shoulders.	Yes	HWCET*	\$ 67,032,000.00	\$ 10,055,000.00	\$ 535,602,000.00	\$ 612,689,000.00	199
	P7HW-16	Holding Tank	Mid-East RPO	H142101	NA	Pitt, Beaufort	Greenville, Unincorporated	2	B	Mid-East RPO, Greenville MPO	Statewide Mobility	2 - Upgrade Arterial to Freeway / Expressway	US-264, US-264 ALT	NC-11 / US-13	SR-1410 (VOA Rd)	Upgrade existing expressway to freeway standards with limited control-of-access. Construct service/through roads. Convert major at-grade intersections to interchanges and realign other at-grade intersections.	Yes	HWCET*	\$ 17,714,000.00	\$ 2,657,000.00	\$ 575,651,000.00	\$ 596,022,000.00	203
	P7HW-17	Holding Tank	Mid-East RPO	H090738-B	NA	Pitt, Beaufort	Grimesland, Chocowinity	2	B	Mid-East RPO	Regional Impact	1 - Widen Existing Roadway	NC-33	US-17 BUS	SR-1568 (Calvert St)	Upgrade existing two-lane undivided highway to two-lane with TWLTL with 12 lanes and 2' paved shoulders.	Yes	FS	\$ 19,954,000.00	\$ 4,851,706.75	\$ 31,700,000.00	\$ 56,595,706.75	207
	P7HW-18	Holding Tank	Mid-East RPO	H090224-B	R-34078	Pitt, Edgecombe	Unincorporated	2,4	A, B	Mid-East RPO, Upper Coastal Plain RPO	Regional Impact	1 - Widen Existing Roadway	NC-33	NC-42	NC-222	Widen existing two-lane undivided to four-lane divided with 46' depressed median and paved shoulders.	Yes	HWCET	\$ 16,578,000.00	\$ 2,487,000.00	\$ 144,279,000.00	\$ 163,344,000.00	211
	P7HCW-01	Carryover	Division 2	H090103-E	R-2513E	Beaufort	Unincorporated	2	B	Mid-East RPO	Statewide Mobility	1 - Widen Existing Roadway	US-17	SR-1130 (C.C. Rd)	0.4 Miles South of SR-1127 (Possum Track Rd)	Widen to Multi-Lanes. Project ends 4 miles South of SR-1127 to join up with existing 4-lane section.	Yes	HWCET	\$ 6,995,000.00	\$ 1,049,000.00	\$ 64,033,000.00	\$ 72,077,000.00	215
	P7HCW-02	Carryover	Division 2	H170813	R-5897	Beaufort	Washington, Washington Park	2	B	Mid-East RPO	Regional Impact	10 - Improve Intersection	NC-32 / SR-1303 (Brick Kln Rd)	NC-32 / SR-1303 (Brick Kln Rd)	NC-32 / SR-1303 (Brick Kln Rd)	Improve intersection for safety and accommodate bicycles with wider lanes. The road is on a State Bike Route and East Coast Greenway.	Yes	HWCET*	\$ 1,323,000.00	\$ -	\$ 4,101,000.00	\$ 5,424,000.00	219
	P7HCW-03	Carryover	Division 1	H192972	NA	Martin	Williamston	1	A	Mid-East RPO	Statewide Mobility	2 - Upgrade Arterial to Freeway / Expressway	US-17 (Future I-87)	US-64	Roanoke River Bridge	Upgrade Arterial to Interstate Standards.	Yes	HWCET	\$ 13,766,000.00	\$ 2,065,000.00	\$ 57,777,000.00	\$ 73,608,000.00	223
	P7HCW-04	Carryover	Division 2	H170366	U-6215	Pitt	Greenville, Simpson, Grimesland, Unincorporated	2	B	Mid-East RPO	Regional Impact	1 - Widen Existing Roadway	NC-33	SR-1755 (Blackjack-Simpson Rd)	SR-1750 (Mobley's Bridge Rd)	Widen existing section of NC 33 to 4-lane divided boulevard with paved shoulders. Improve select intersections and create partial access control at minor intersections improving safety. Replace bridge over Chocok Creek. Add a shared use path and crossing options.	Yes	FS	\$ 46,714,535.00	\$ 15,823,179.19	\$ 72,500,000.00	\$ 135,037,714.19	227
	P7HCW-05	Carryover	Division 2	H192966	NA	Pitt	Unincorporated	2	B	Mid-East RPO	Regional Impact	1 - Widen Existing Roadway	NC-43	SR-1711 (Worthington Rd)	NC-102	Widen roadway to 4-lane divided with 46' depressed median and paved shoulders. Bus stop improvements including shelters and benches or mobility hubs along the corridor shall be considered where appropriate.	Yes	HWCET	\$ 37,601,000.00	\$ 5,640,000.00	\$ 169,466,000.00	\$ 212,707,000.00	231
	P7HW-01	SBO	Division 1	H182274	NA	Martin	Williamston	1	A	Mid-East RPO	Statewide Mobility	7 - Upgrade At-Grade Intersection to Interchange or Grade Separation	US-17 (Future I-87)	US-17 / US-64	US-17 / US-64	Construct interchange to allow for mobility on future I-87	Yes	HWCET	\$ 11,025,000.00	\$ -	\$ 56,963,000.00	\$ 67,988,000.00	235
	P7HW-02	SBO	Division 1	H231288	NA	Martin	Williamston	1	A	Mid-East RPO	Statewide Mobility	17 - Upgrade Freeway to Interstate Standards	US-17 (Future I-87)	US-64 ALT	Martin County / Bertie County Line, south end of Roanoke River Bridge	Upgrade US-17 to Interstate Standards.	Yes	HWCET	\$ 4,410,000.00	\$ -	\$ 50,056,000.00	\$ 54,466,000.00	239
	P7HW-03	SBO	Division 2	H090103-D	R-2513D	Craven, Beaufort	Unincorporated	2	B	Down East RPO, Mid-East RPO	Statewide Mobility	1 - Widen Existing Roadway	US-17	SR-1646 (Mile Rd) in Craven County	SR-1130 (C.C. Rd) in Beaufort County	Widen to Multi-Lanes.	No	HWCET	\$ 8,649,000.00	\$ 1,297,000.00	\$ 73,313,000.00	\$ 83,259,000.00	243
	P7HW-04	SBO	Peanut Belt RPO	H090201	R-2900	Martin, Bertie, Hertford	Multiple	1	A	Peanut Belt RPO, Mid-East RPO	Regional Impact	1 - Widen Existing Roadway	NC-11	NC-903 in Martin County	US-13 Bypass north of Ahooske in Hertford County.	Widen to Multi-Lanes	Yes	HWCET	\$ 19,432,000.00	\$ 2,915,000.00	\$ 575,743,000.00	\$ 598,090,000.00	247
	P7HW-05	SBO	Peanut Belt RPO	H141724	NA	Martin, Bertie	Williamston, Windsor, Unincorporated	1	A	Peanut Belt RPO, Mid-East RPO	Statewide Mobility	2 - Upgrade Arterial to Freeway / Expressway	US-17 (Future I-87)	US-64 at Williamston	US-13 at Windsor	Upgrade roadway to Interstate. By improving the current major thoroughfare to an interstate, the project is intended to improve mobility, connectivity, as well as encouraging economic development. In conjunction with these improvements, the safety along the corridor should increase as access is more appropriately managed.	Yes	HWCET	\$ 47,478,000.00	\$ 7,122,000.00	\$ 496,128,000.00	\$ 550,728,000.00	251
	P7HW-06	SBO	Division 2	H231419	H-141004	Pitt	Ayden, Unincorporated	2	B	Mid-East RPO, Greenville MPO	Regional Impact	10 - Improve Intersection	NC-11/SR-1108 (Littlefield Rd)	NC-11/SR-1108 (Littlefield Rd)	NC-11/SR-1108 (Littlefield Rd)	Convert existing signalized intersection to a RCI.	Yes	N/A	\$ -	\$ -	\$ -	\$ -	255
	P7HW-07	SBO	Division 2	H231221	R-5815	Pitt, Lenor	Orton, Ayden, Unincorporated	2	B	Mid-East RPO, Eastern Carolina RPO, Greenville MPO	Regional Impact	3 - Upgrade Expressway to Freeway	NC-11	NC-148 (Felix Harvey Parkway)	NC-11 Bypass (South West Bypass)	Upgrade Expressway to Freeway (some on new location)	Yes	HWCET	\$ 101,929,000.00	\$ 15,289,000.00	\$ 527,242,000.00	\$ 644,460,000.00	259

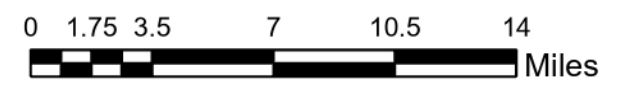
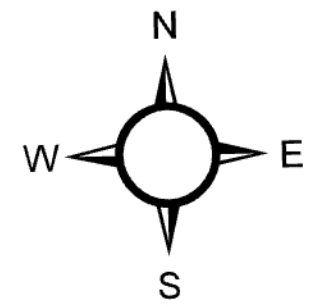
NOTE: ALL PROJECTS LISTED ARE UNFUNDED AND ARE CURRENTLY BEING SCORED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. PROJECT DETAILS & COST ESTIMATES ARE SUBJECT TO CHANGE.

SUM \$ 626,922,535.90 \$ 114,776,865.94 \$ 4,749,441,000.00 \$ 5,491,140,200.94



**MID-EAST RURAL PLANNING ORGANIZATION
PRIORITIZATION 7.0 HIGHWAY PROJECTS**

INTERNAL ID	SPOT ID	TIP	SIT	ROUTE
P7HW-01	F022023-A	N/A	5 - Construct Roadway On New Location	New Route - US-264 Washington Northern Bypass - A
P7HW-02	H090233-B	N/A	5 - Construct Roadway On New Location	New Route - US-264 Washington Northern Bypass - B
P7HW-03	H090233-C	N/A	5 - Construct Roadway On New Location	New Route - US-264 Washington Northern Bypass - C
P7HW-04	H090233-D	N/A	5 - Construct Roadway On New Location	New Route - US-264 Washington Northern Bypass - D
P7HW-05	H090738-A	N/A	1 - Widen Existing Roadway	NC-33
P7HW-06	H230132	N/A	10 - Improve Intersection	US-264 / NC-92
P7HW-07	H230030	N/A	11 - Access Management	US-264 (John Small Ave)
P7HW-08	H230844	N/A	5 - Construct Roadway On New Location	New Route - Aerospace Industrial Park Access Rd
P7HW-09	H230842	N/A	16 - Modernize Existing Roadway	SR-1106 (Eds Grocery Rd)
P7HW-10	H170819	N/A	16 - Modernize Existing Roadway	SR-1159 (3rd St / Robersonville Products Rd)
P7HW-11	H230845	N/A	9 - Convert Grade Separation to Interchange	US-64 (Future I-87)
P7HW-12	H192969	N/A	17 - Upgrade Freeway to Interstate Standards	US-64 (Future I-87)
P7HW-13	H230843	N/A	16 - Modernize Existing Roadway	NC-11
P7HW-14	H150861-A	N/A	3 - Upgrade Expressway to Freeway	NC-11 / US-13
P7HW-15	H150861-B	N/A	3 - Upgrade Expressway to Freeway	NC-11 / US-13
P7HW-16	H142101	N/A	2 - Upgrade Arterial to Freeway / Expressway	US-264, US-264 ALT
P7HW-17	H090738-B	N/A	1 - Widen Existing Roadway	NC-33
P7HW-18	H090224-B	R-3407B	1 - Widen Existing Roadway	NC-33
P7HWC-01	H090103-E	R-2513E	1 - Widen Existing Roadway	US-17
P7HWC-02	H170813	R-5897	10 - Improve Intersection	NC-32 / SR-1303 (Brick Kiln Rd)
P7HWC-03	H192972	N/A	2 - Upgrade Arterial to Freeway / Expressway	US-17 (Future I-87)
P7HWC-04	H170366	U-6215	1 - Widen Existing Roadway	NC-33
P7HWC-05	H192966	N/A	1 - Widen Existing Roadway	NC-43
P7HWO-01	H185274	N/A	7 - Upgrade At-Grade Intersection to Interchange or Grade Separation	US-17 (Future I-87)
P7HWO-02	H231288	N/A	17 - Upgrade Freeway to Interstate Standards	US-17 (Future I-87)
P7HWO-03	H090103-D	R-2513D	1 - Widen Existing Roadway	US-17
P7HWO-04	H090201	R-2900	1 - Widen Existing Roadway	NC-11
P7HWO-05	H141724	N/A	2 - Upgrade Arterial to Freeway / Expressway	US-17 (Future I-87)
P7HWO-06	H231419	H-141004	10 - Improve Intersection	NC-11 / SR-1108 (Littlefield Rd)
P7HWO-07	H231221	R-5815	3 - Upgrade Expressway to Freeway	NC-11





NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H230116

Mode: Highway

Status: Submitted

US-264 BYP (New Route - Washington Northern Bypass)

From/Cross Street: SR-1410 (VOA Rd)

Specific Improvement Type: 5 - Construct Roadway on New Location

To: US-17

Project Category: Statewide Mobility

Length: 4.25

TIP#: F022023-A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$591,314,000

Description:

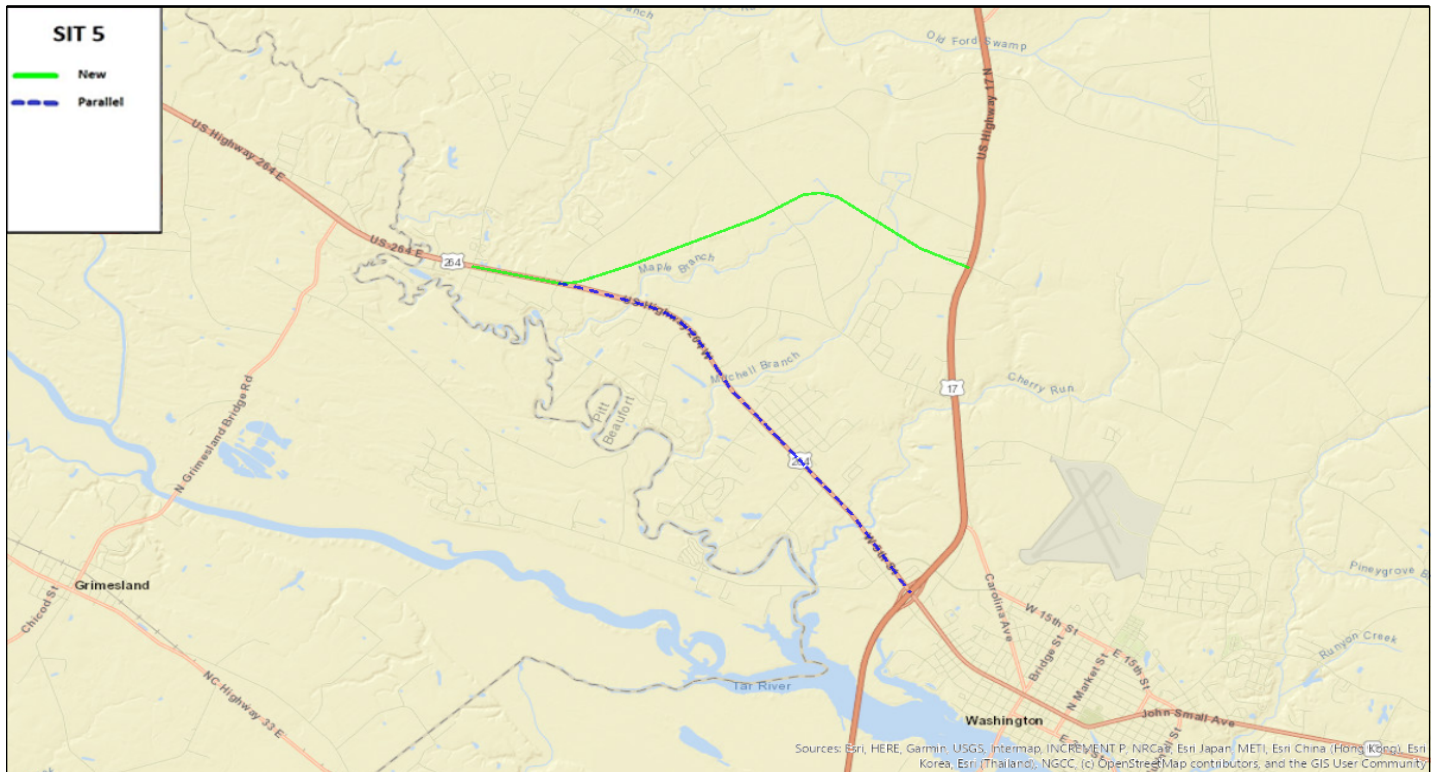
Construct four-lane divided freeway on new location with 46' depressed median and paved shoulders. Construct interchanges at US-264, SR-1001 (Cherry Run Rd), and US-17.

Division(s): Division 2

County(s): Beaufort

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

Project Location



US-264 BYP (New Route - Washington Northern Bypass)

SPOT ID: H230116

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):	54
Length (miles):	4.01
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	20,534.62
Volume (PADT):	21,534.62
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	37,122.63
Volume (PADT)/Capacity Ratio:	0.58
% Autos:	91%
% Trucks:	9%
Truck Volume (AADTT):	1,749.55
Total Crashes:	283
Crash Density (seg):	0.86
Crash Severity (seg):	7.03
Critical Crash Rate (seg):	0.62
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?	No
Future Interstate Route?	No
Pavement Condition Rating:	71

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' & Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	4.25
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	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:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$416,958,000	Cost Estimation Tool
Right-of-Way Cost:	\$151,614,000	Cost Estimation Tool
Utilities Cost:	\$22,742,000	Cost Estimation Tool
Total Project Cost:	\$591,314,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$591,314,000	

Project Purpose and Identified Needs

Primary Purpose: Project would alleviate traffic and congestion on existing US-264 route in Washington, provide direct access to Washington-Beaufort County Industrial Park, reduce travel time to US-17 and bolster overall safety of corridor. F022023-A would be the first of four segments of the planned US-264 Washington Northern 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: H231222

Mode: Highway

Status: Submitted

US-264 BYP (New Route - Washington Northern Bypass)

From/Cross Street: US-17

Specific Improvement Type: 5 - Construct Roadway on New Location

To: SR-1422 (Market St Ext)

Project Category: Statewide Mobility

Length: 2.19

TIP#: H090233-B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$166,356,000

Description:

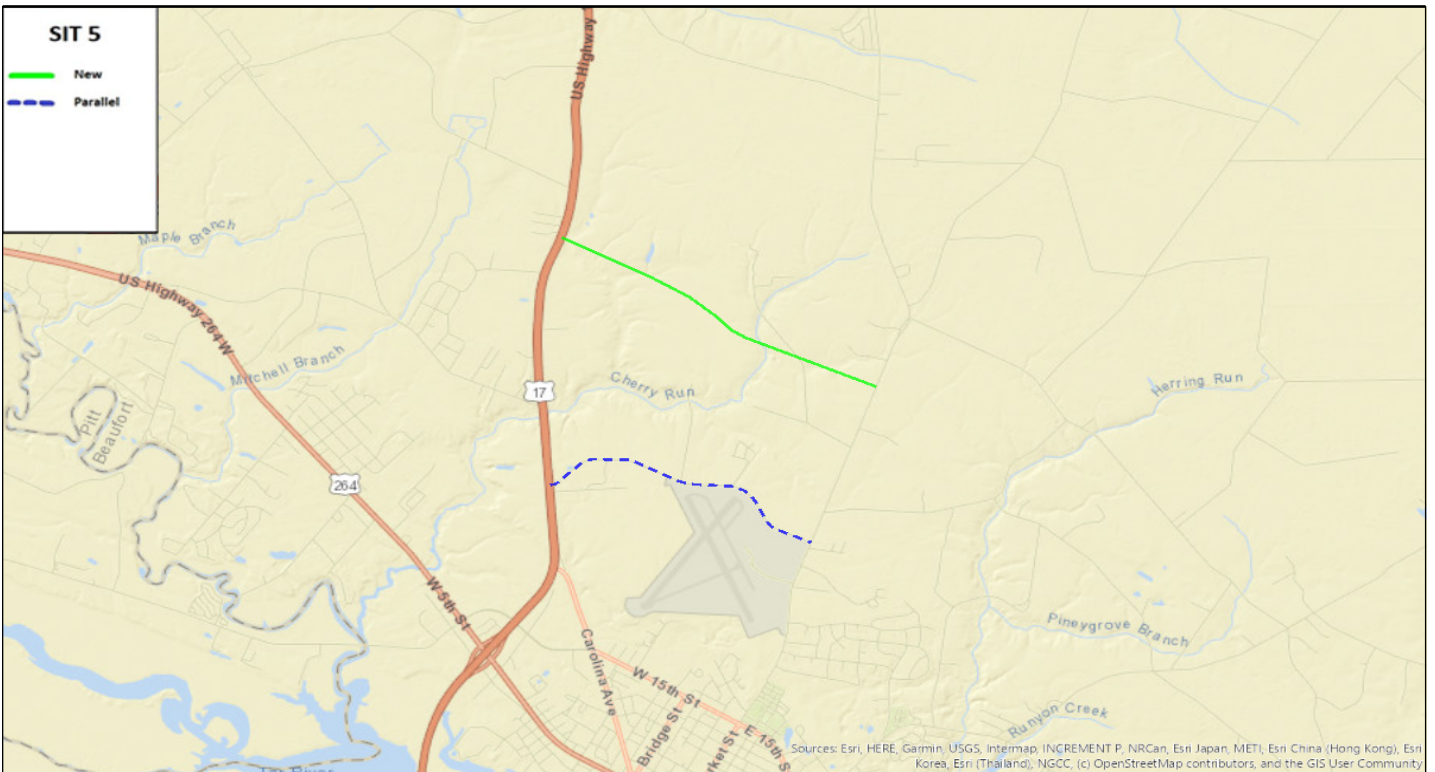
Construct four-lane divided freeway on new location with 46 ft. depressed median and paved shoulders.

Division(s): Division 2

County(s): Beaufort

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

Project Location



US-264 BYP (New Route - Washington Northern Bypass)

SPOT ID: H231222

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):	45
Length (miles):	1.86
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):	2,800
Volume (PADT):	3,000
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	15,977.55
Volume (PADT)/Capacity Ratio:	0.19
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	24
Crash Density (seg):	2.91
Crash Severity (seg):	1.49
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?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	2.19
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
TerrainType:	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:	Beaufort County CTP, 2014
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$146,292,000	Cost Estimation Tool
Right-of-Way Cost:	\$17,447,000	Cost Estimation Tool
Utilities Cost:	\$2,617,000	Cost Estimation Tool
Total Project Cost:	\$166,356,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$166,356,000	

Project Purpose and Identified Needs

Primary Purpose: Project would provide for safer and faster connection between US-17 & Market St Ext, benefitting two public schools nearby as well as multiple residential areas.

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: H231227

Mode: Highway

Status: Submitted

US-264 BUS (New Route - Washington Northern Bypass)

From/Cross Street: SR-1422 (Market St Ext)

Specific Improvement Type: 5 - Construct Roadway on New Location

To: SR-1507 (Slatestone Rd)

Project Category: Statewide Mobility

Length: 2.67

TIP#: H090233-C

Fully Funded in Draft STIP? No

Cost to NCDOT: \$166,411,000

Description:

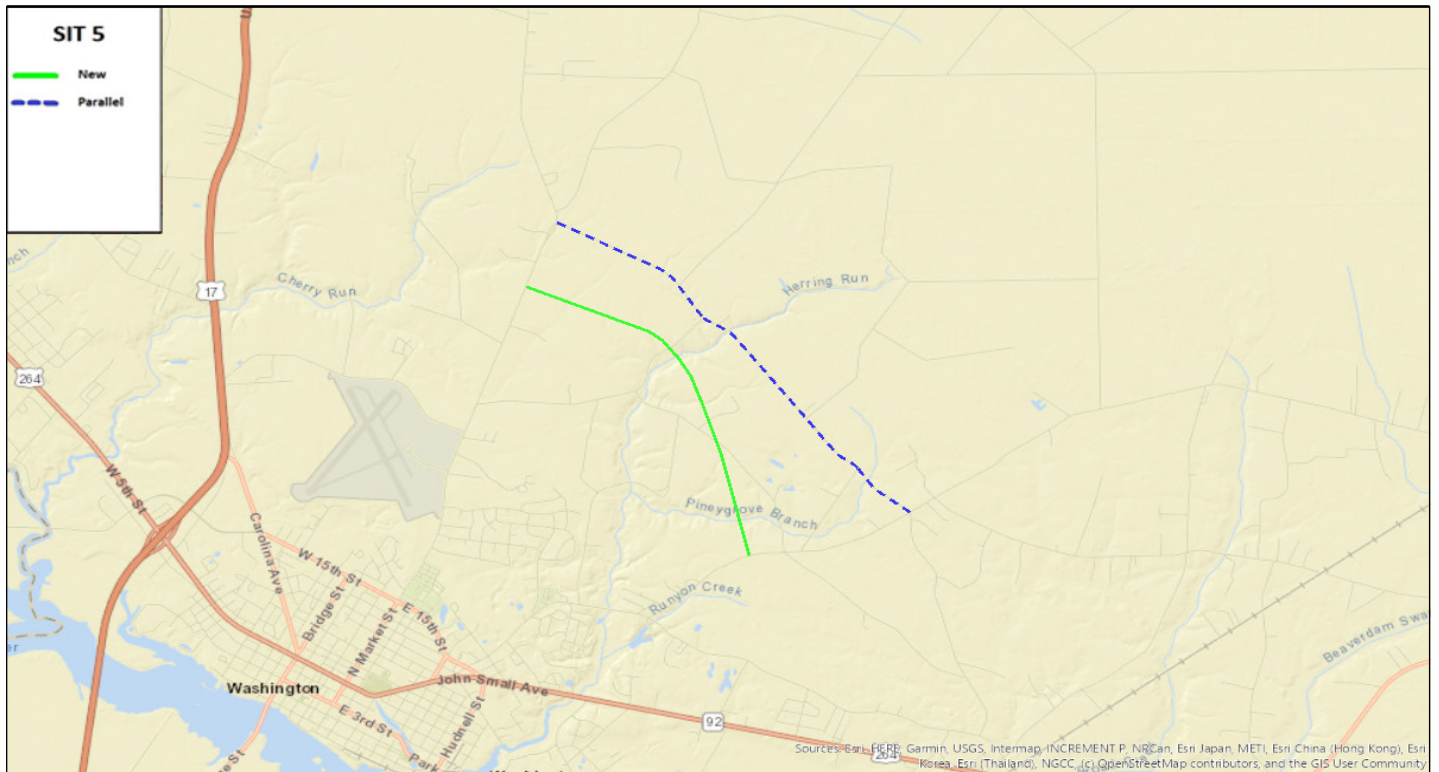
Construct four-lane divided freeway on new location with 46 ft. depressed median and paved shoulders.

Division(s): Division 2

County(s): Beaufort

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

Project Location



US-264 BUS (New Route - Washington Northern Bypass)

SPOT ID: H231227

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):	3.2
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):	1,100
Volume (PADT):	1,200
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0.06
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	27
Crash Density (seg):	1.8
Crash Severity (seg):	3.37
Critical Crash Rate (seg):	-0.34
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46'' Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	2.67
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
TerrainType:	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:	Beaufort County CTP, 2014
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$146,594,000	Cost Estimation Tool
Right-of-Way Cost:	\$17,232,000	Cost Estimation Tool
Utilities Cost:	\$2,585,000	Cost Estimation Tool
Total Project Cost:	\$166,411,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$166,411,000	

Project Purpose and Identified Needs

Primary Purpose: Project would provide for direct route between Market St Ext and Slatestone Rd, benefiting residential areas and three public schools with travel time savings and increased 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: H231236

Mode: Highway

Status: Submitted

US-264 BYP (New Route - Washington Northern Bypass)

From/Cross Street: SR-1507 (Slatestone Rd)

Specific Improvement Type: 5 - Construct Roadway on New Location

To: US-264 (West of N Asbury Church Rd)

Project Category: Statewide Mobility

Length: 1.73

TIP#: H090233-D

Fully Funded in Draft STIP? No

Cost to NCDOT: \$208,795,000

Description:

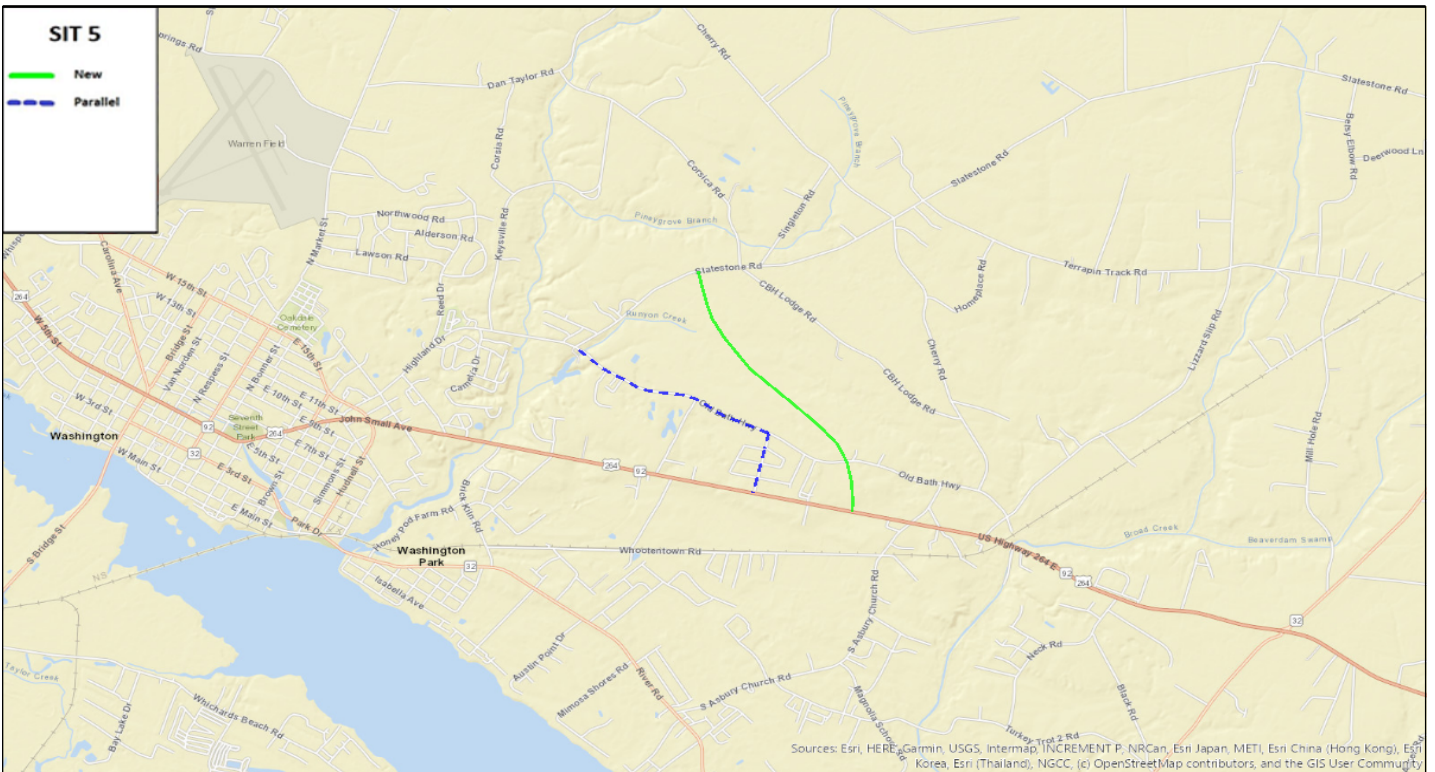
Construct four-lane divided freeway on new location with 46 ft. depressed median and paved shoulders

Division(s): Division 2

County(s): Beaufort

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

Project Location



US-264 BYP (New Route - Washington Northern Bypass)

SPOT ID: H231236

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):	1.55
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):	1,100
Volume (PADT):	1,200
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	9,300
Volume (PADT)/Capacity Ratio:	0.13
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	17
Crash Density (seg):	0.21
Crash Severity (seg):	1.05
Critical Crash Rate (seg):	0.13
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	1.73
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
TerrainType:	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:	Beaufort County CTP, 2014
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$148,985,000	Cost Estimation Tool
Right-of-Way Cost:	\$52,009,000	Cost Estimation Tool
Utilities Cost:	\$7,801,000	Cost Estimation Tool
Total Project Cost:	\$208,795,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$208,795,000	

Project Purpose and Identified Needs

Primary Purpose: Project would allow for a direct connection between US-264 and Slatestone Rd. This would benefit several residential areas along the proposed route, in addition to one public school and one public charter school. Travel time savings and increased safety would be achieved through decreased traffic along secondary roads.

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: H090738-A

Mode: Highway

Status: Submitted

NC-33

From/Cross Street: NC-306

Specific Improvement Type: 1 - Widen Existing Roadway

To: US-17 BYP

Project Category: Regional Impact

Length: 20.94

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$308,917,000

Description:

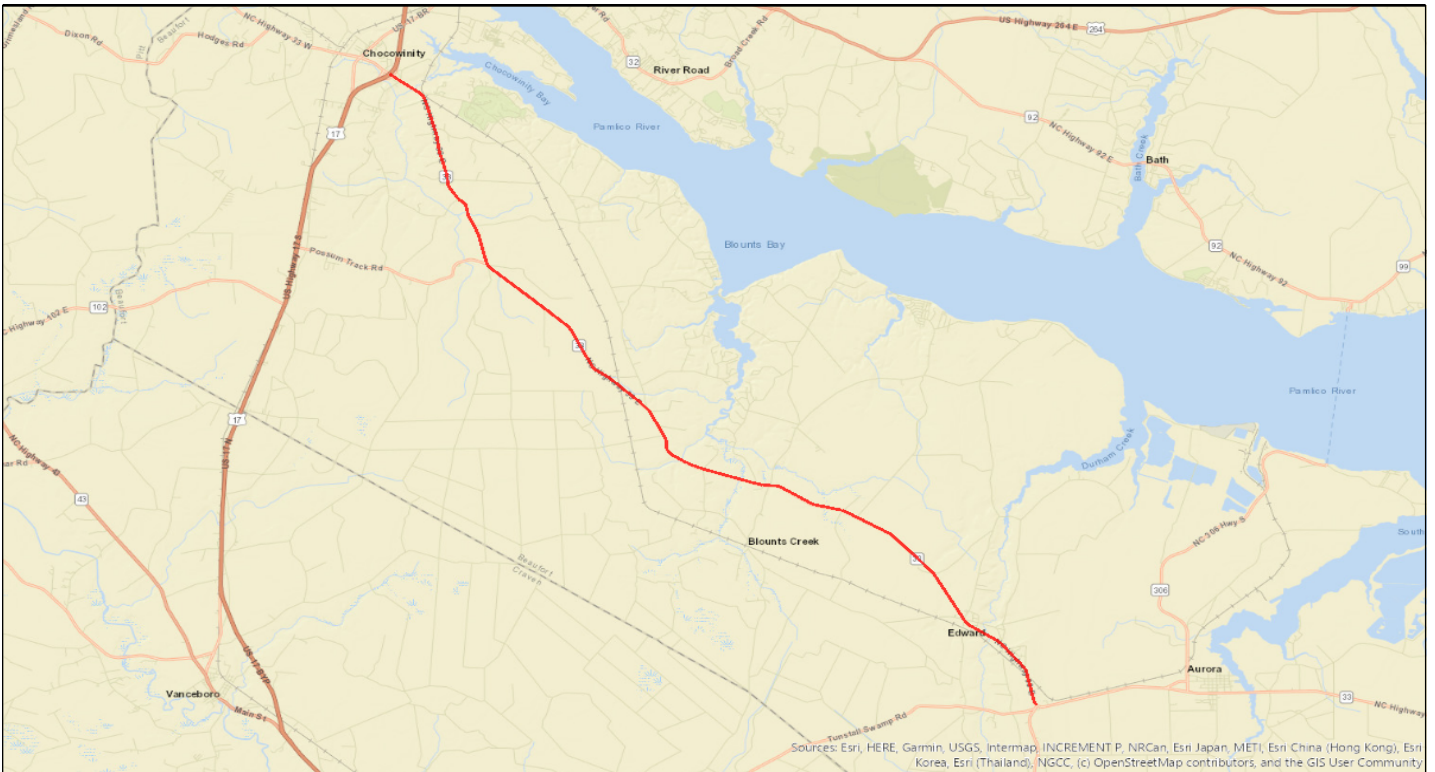
Widen roadway to two-lane with TWLTL with 12 ft. lanes and 2 ft. paved shoulders.

Division(s): Division 2

County(s): Beaufort

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

Project Location



NC-33

SPOT ID: H090738-A

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.24	17.61
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.13	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%)	227	77.82
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	362.65	27.24
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	7	29.43

Project Data*

Existing Conditions

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	20.94
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):	4,000.97
Volume (PADT):	4,050.86
Peak ADT (PADT) Factor:	1.01
Capacity (vpd):	19,273.76
Volume (PADT)/Capacity Ratio:	0.21
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	549.33
Total Crashes:	302
Crash Density (seg):	1.17
Crash Severity (seg):	6.39
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?	No
Future Interstate Route?	No
Pavement Condition Rating:	94

Project Benefits

Project Cross-Section:	3A - 2 Lane with Two Way Left Turn Lane, and Paved Shoulders
Speed Limit (mph):	55
Length (miles):	20.94
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Beaufort County CTP, 2014
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$289,610,000	Cost Estimation Tool
Right-of-Way Cost:	\$16,789,000	Cost Estimation Tool
Utilities Cost:	\$2,518,000	Cost Estimation Tool
Total Project Cost:	\$308,917,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$308,917,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility along 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 - Mobility

SPOT ID: H230132

Mode: Highway

Status: Submitted

US-264

From/Cross Street: NC-92

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:

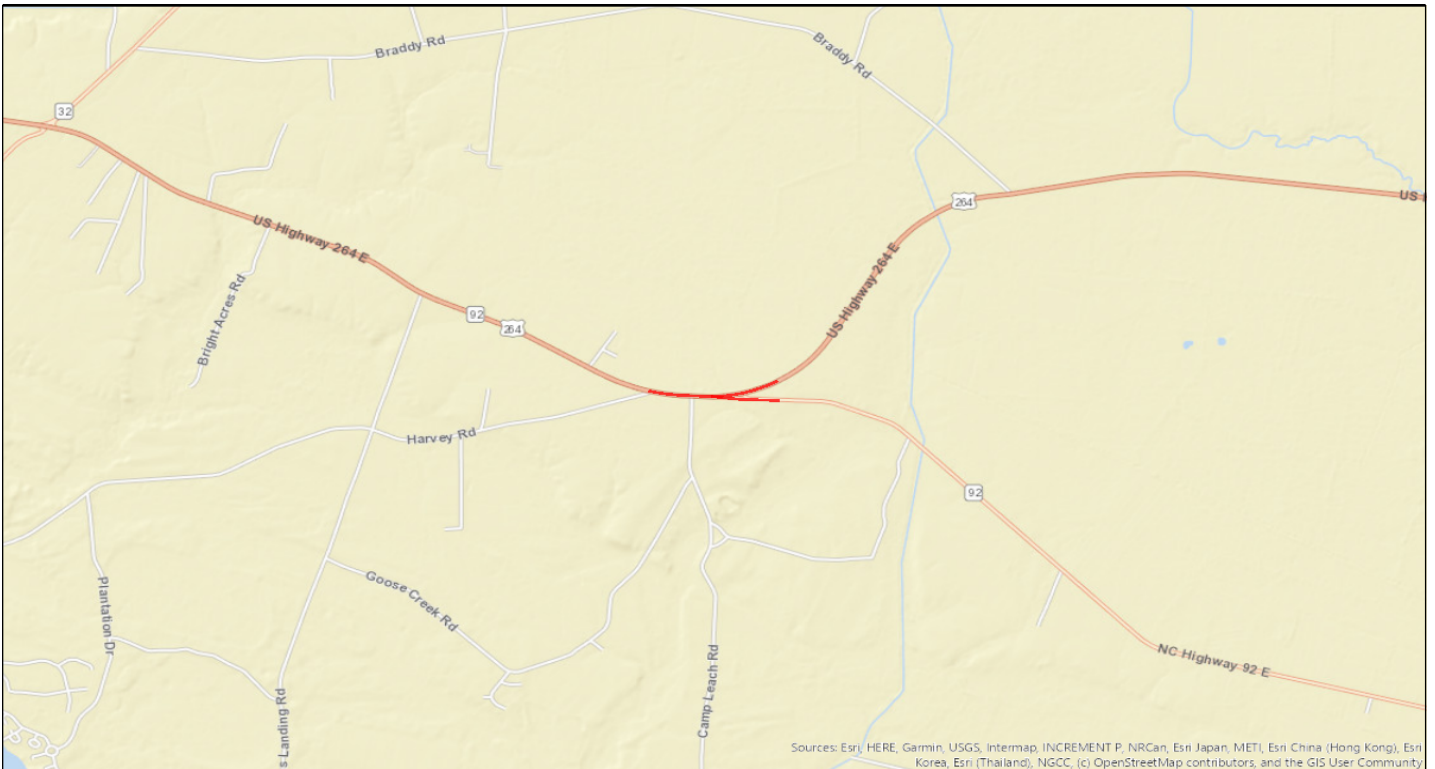
Convert existing intersection to one-lane roundabout.

Division(s): Division 2

County(s): Beaufort

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

Project Location



US-264

SPOT ID: H230132

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

Project Benefits

Existing Cross-Section:	
Speed Limit (mph):	55
Length (miles):	0.5
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):	11,892.04
Volume (PADT):	12,285.61
Peak ADT (PADT) Factor:	1.03
Capacity (vpd):	38,400
Volume (PADT)/Capacity Ratio:	0.32
% Autos:	90%
% Trucks:	10%
Truck Volume (AADTT):	1,246.29
Total Crashes:	55
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 Cross-Section:	
Speed Limit (mph):	45
Length (miles):	0.5
Facility Type:	Two Lane Highway
Access Control:	None
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?	No
CTP/MTP Name & Year:	
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-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: To improve safety and mobility . Current Y Intersection design is prone to crashes. Fatal crash occurred in 2022.

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: H230030

Mode: Highway

Status: Submitted

US-264 (John Small Ave)

From/Cross Street: SR-1501 (Highland Dr)

Specific Improvement Type: 11 - Access Management

To: SR-1303 (Brick Kiln Rd)

Project Category: Regional Impact

Length: 0.86

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$47,369,000

Description:

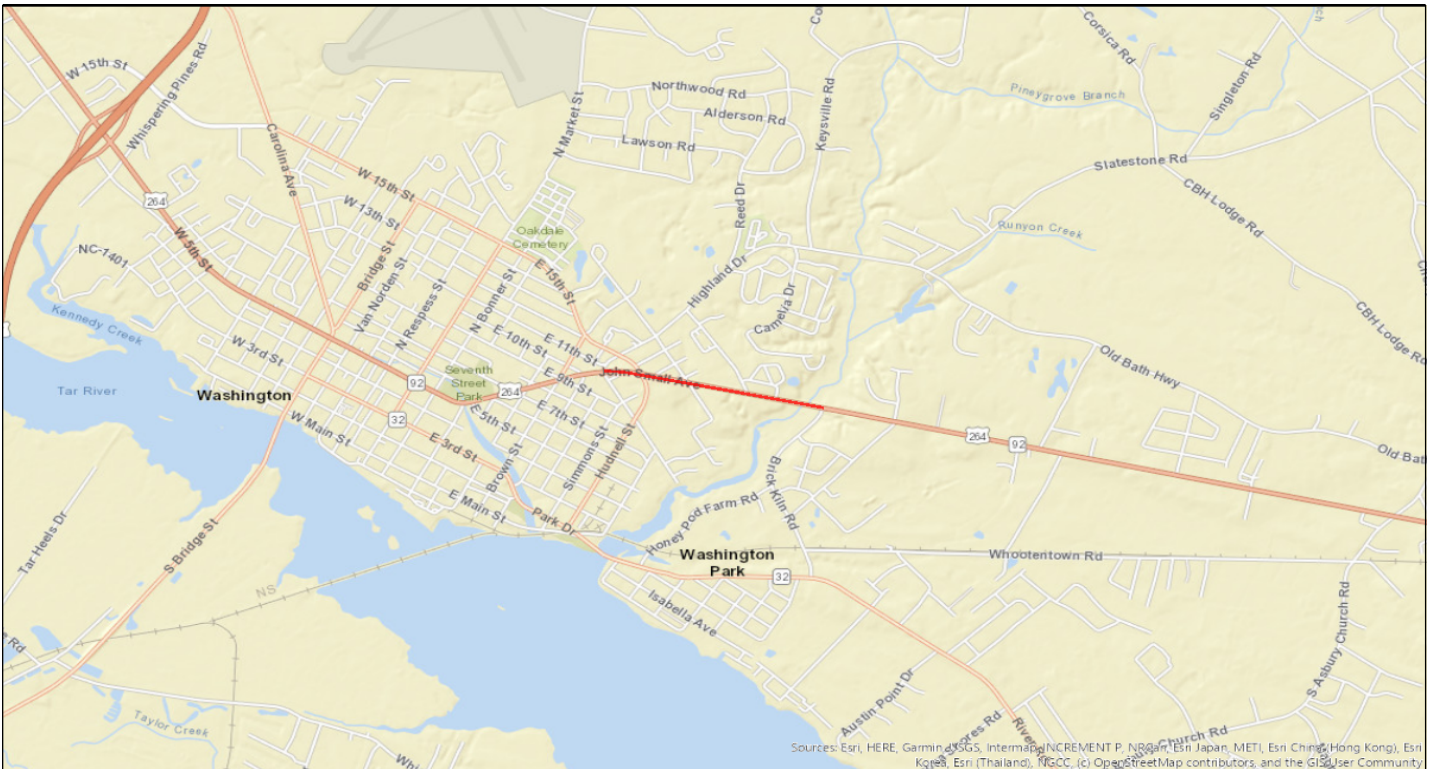
Convert existing four-lane with TWLTL to four-lane divided with 17 ft. 6 in. concrete median.

Division(s): Division 2

County(s): Beaufort

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

Project Location



US-264 (John Small Ave)

SPOT ID: H230030

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 Undivided
Speed Limit (mph):	42
Length (miles):	0.86
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):	18,643.16
Volume (PADT):	19,143.16
Peak ADT (PADT) Factor:	1.03
Capacity (vpd):	13,452.44
Volume (PADT)/Capacity Ratio:	1.42
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	1,442.98
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?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4F - 4 Lane Divided (17'" Raised Median) with Curb & Gutter and Sidewalks
Speed Limit (mph):	45
Length (miles):	0.86
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?	No
CTP/MTP Name & Year:	
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$40,767,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,741,000	Cost Estimation Tool
Utilities Cost:	\$861,000	Cost Estimation Tool
Total Project Cost:	\$47,369,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$47,369,000	

Project Purpose and Identified Needs

Primary Purpose: Current design allows for left turns out of businesses and side-streets and has high crash rate. Some of the crashes were fatal. Project will eliminate left-turn access from businesses and side-streets to reduce crashes and increase 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: H230844

Mode: Highway

Status: Submitted

SR-1509 (New Route - Aerospace Industrial Park Road)

From/Cross Street: SR-1509 (Springs Rd)

Specific Improvement Type: 5 - Construct Roadway on New Location

To: US-17 BUS (Carolina Ave)

Project Category: Division Needs

Length: 1.32

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$19,314,000

Description:

Construct two-lane undivided roadway on new location with 2 lanes and paved shoulders.

Division(s): Division 2

County(s): Beaufort

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

Project Location



SR-1509 (New Route - Aerospace Industrial Park Road)

SPOT ID: H230844

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):	0.56
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	9,800
Volume (PADT):	11,000
Peak ADT (PADT) Factor:	1.12
Capacity (vpd):	67,863.71
Volume (PADT)/Capacity Ratio:	0.16
% Autos:	89%
% Trucks:	11%
Truck Volume (AADTT):	1,070.16
Total Crashes:	28
Crash Density (seg):	0.47
Crash Severity (seg):	2.16
Critical Crash Rate (seg):	1.39
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	No
Pavement Condition Rating:	44

Project Benefits

Project Cross-Section:	2A - 2 Lane Undivided with Paved Shoulders, 55 mph
Speed Limit (mph):	55
Length (miles):	1.32
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Collector
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?	No
CTP/MTP Name & Year:	
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$19,023,000	Cost Estimation Tool
Right-of-Way Cost:	\$253,000	Cost Estimation Tool
Utilities Cost:	\$38,000	Cost Estimation Tool
Total Project Cost:	\$19,314,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$19,314,000	

Project Purpose and Identified Needs

Primary Purpose: Provide access to the planned Aerospace Industrial Park adjacent to Washington-Warren Airport (OCW). Economic Development, 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 - Modernization

SPOT ID: H230842

Mode: Highway

Status: Submitted

SR-1106 (Eds Grocery Rd)

From/Cross Street: SR-1001 (E Bear Grass Rd)

Specific Improvement Type: 16 - Modernize Roadway

To: SR-1142 (Prison Camp Rd)

Project Category: Division Needs

Length: 3.35

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$11,258,000

Description:

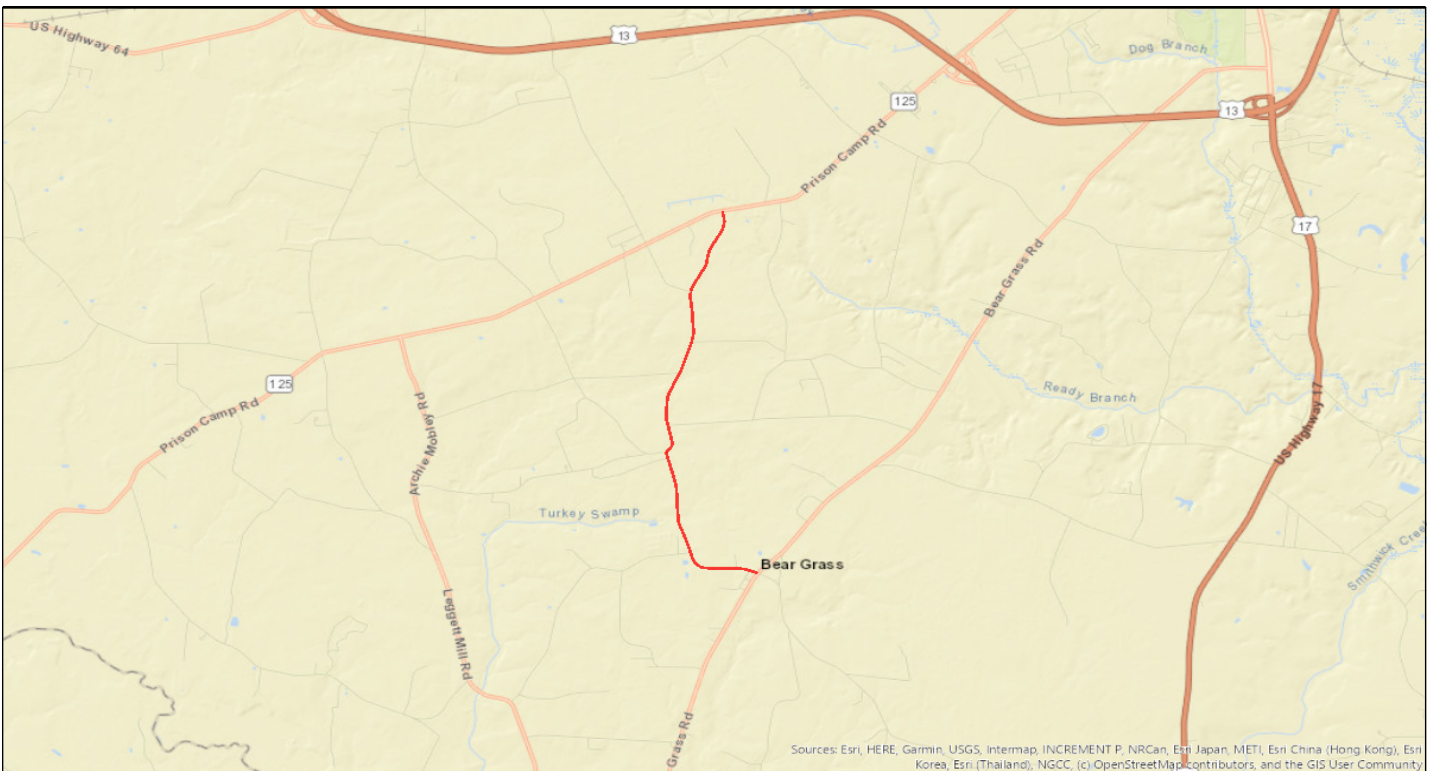
Widen to 12 ft. lanes with 2 ft. paved shoulders.

Division(s): Division 1

County(s): Martin

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

Project Location



SR-1106 (Eds Grocery Rd)

SPOT ID: H230842

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

Project Benefits

Existing Cross-Section:	
Speed Limit (mph):	51
Length (miles):	3.35
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	730.29
Volume (PADT):	780.29
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	18,165.93
Volume (PADT)/Capacity Ratio:	0.04
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	10
Crash Density (seg):	0.68
Crash Severity (seg):	3.82
Critical Crash Rate (seg):	-0.21
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:	84

Project Cross-Section:	
Speed Limit (mph):	50
Length (miles):	3.35
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
TerrainType:	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:	Martin County CTP, 2019
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

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

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$11,074,000	Cost Estimation Tool
Right-of-Way Cost:	\$184,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,258,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$11,258,000	

Project Purpose and Identified Needs

Primary Purpose: Project would widen the existing roadway, which is currently below NCDOT standards. Additional lane width and added shoulders would increase safety along 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 - Modernization

SPOT ID: H170819

Mode: Highway

Status: Submitted

SR-1159 (Robersonville Products Road)

From/Cross Street: SR-1159 (3rd St Extension / Robersonville Products Road), three-lane section east of Robersonville

Specific Improvement Type: 16 - Modernize Roadway

To: NC-903

Project Category: Division Needs

Length: 6.03

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$19,667,000

Description:

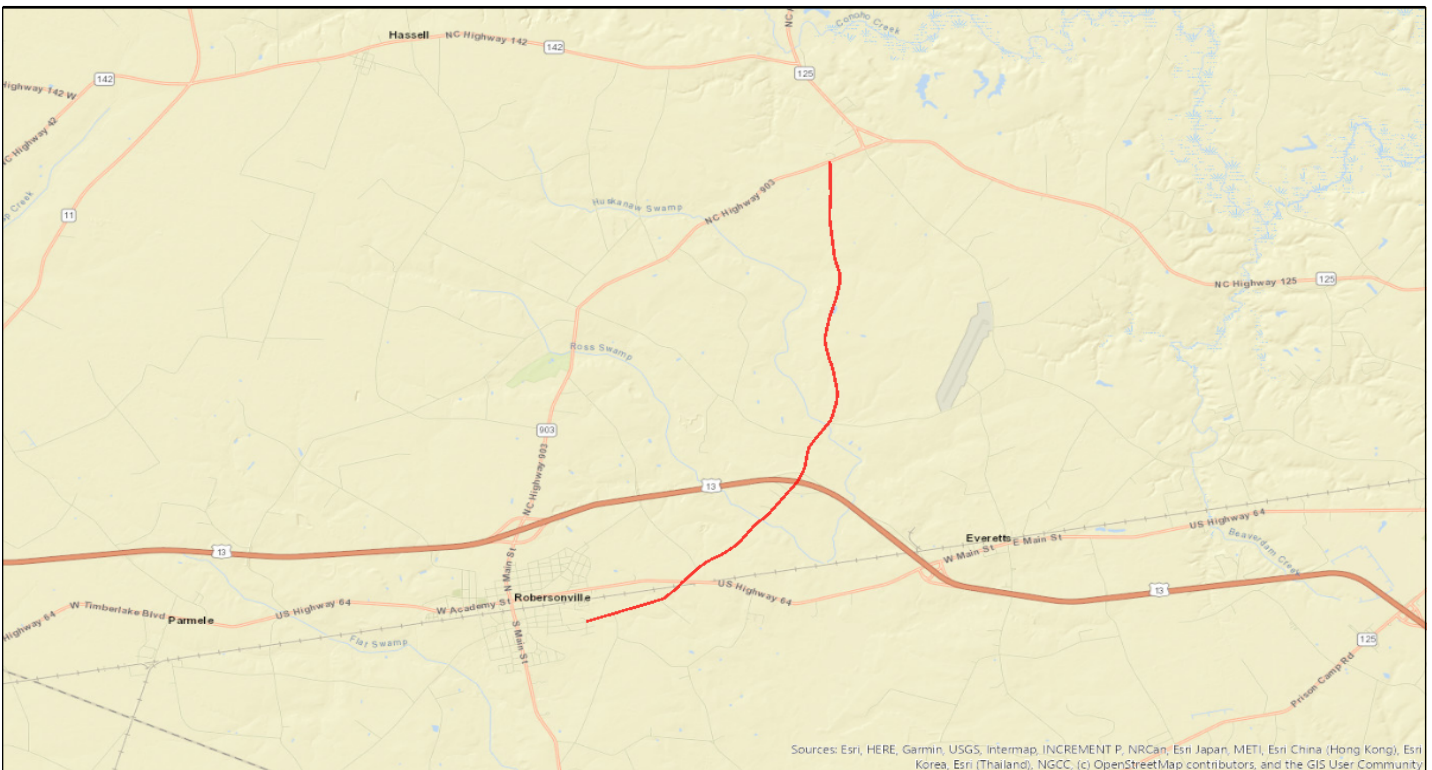
Widen road from 20 to 28 feet and add pavement strengthening.

Division(s): Division 1

County(s): Martin

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

Project Location



SR-1159 (Robersonville Products Road)

SPOT ID: H170819

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.02	0.25
	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%)	0.69	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%)	312	91.94
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	0	0
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	2	94.52
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	17	55.68

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	54
Length (miles):	6.03
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	935.21
Volume (PADT):	1,000.98
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	19,067.88
Volume (PADT)/Capacity Ratio:	0.05
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	20
Crash Density (seg):	0.76
Crash Severity (seg):	1.98
Critical Crash Rate (seg):	0.02
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	86

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	6.03
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:	Martin County CTP, 2019
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

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

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$19,483,000	Cost Estimation Tool
Right-of-Way Cost:	\$184,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$19,667,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$19,667,000	

Project Purpose and Identified Needs

Primary Purpose: Improve mobility and 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: H230845

Mode: Highway

Status: Submitted

US-64 (Future I-87)

From/Cross Street: SR-1303 (Dixon Rd)

Specific Improvement Type: 9 - Convert Grade Separation to Interchange

To:

Project Category: Division Needs

Length: 1

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$27,195,000

Description:

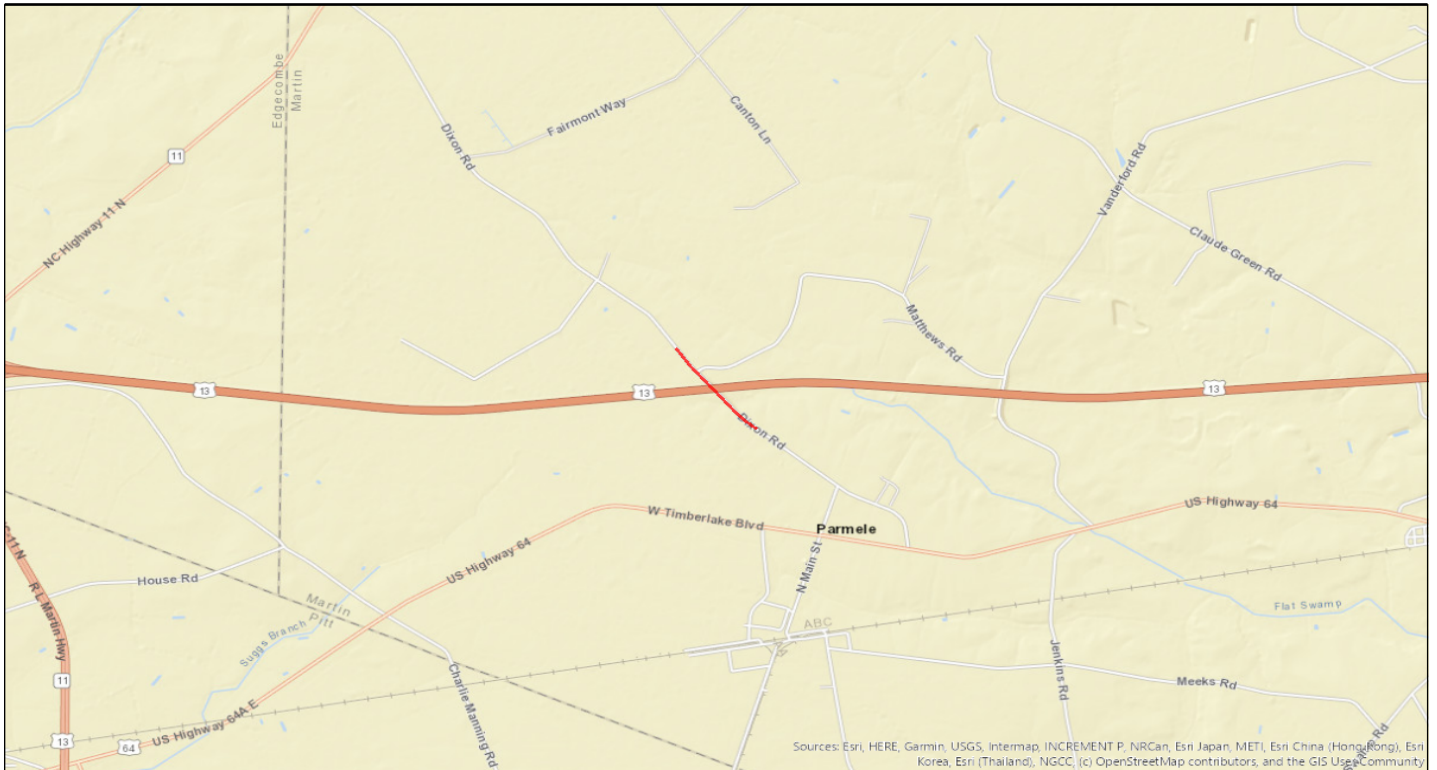
Convert existing grade separation to interchange.

Division(s): Division 1

County(s): Martin

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

Project Location



US-64 (Future I-87)

SPOT ID: H230845

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):	1
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):	70
Volume (PADT):	70
Peak ADT (PADT) Factor:	1
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Total Crashes:	1
Crash Density (seg):	0.27
Crash Severity (seg):	5.4
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?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	1
Facility Type:	Two Lane Highway
Access Control:	Full
Functional Classification:	Local
TerrainType:	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:	Mid-East RPO
Original Submitter:	Mid-East RPO

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

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$22,785,000	Cost Estimation Tool
Right-of-Way Cost:	\$4,410,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$27,195,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$27,195,000	

Project Purpose and Identified Needs

Primary Purpose: Mobility, Connectivity

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: H192969

Mode: Highway

Status: Submitted

US-64 (Future I-87)

From/Cross Street: NC-11 / US-13

Specific Improvement Type: 17 - Upgrade Freeway to Interstate Standards

To: NC-903

Project Category: Statewide Mobility

Length: 6.84

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$91,106,000

Description:

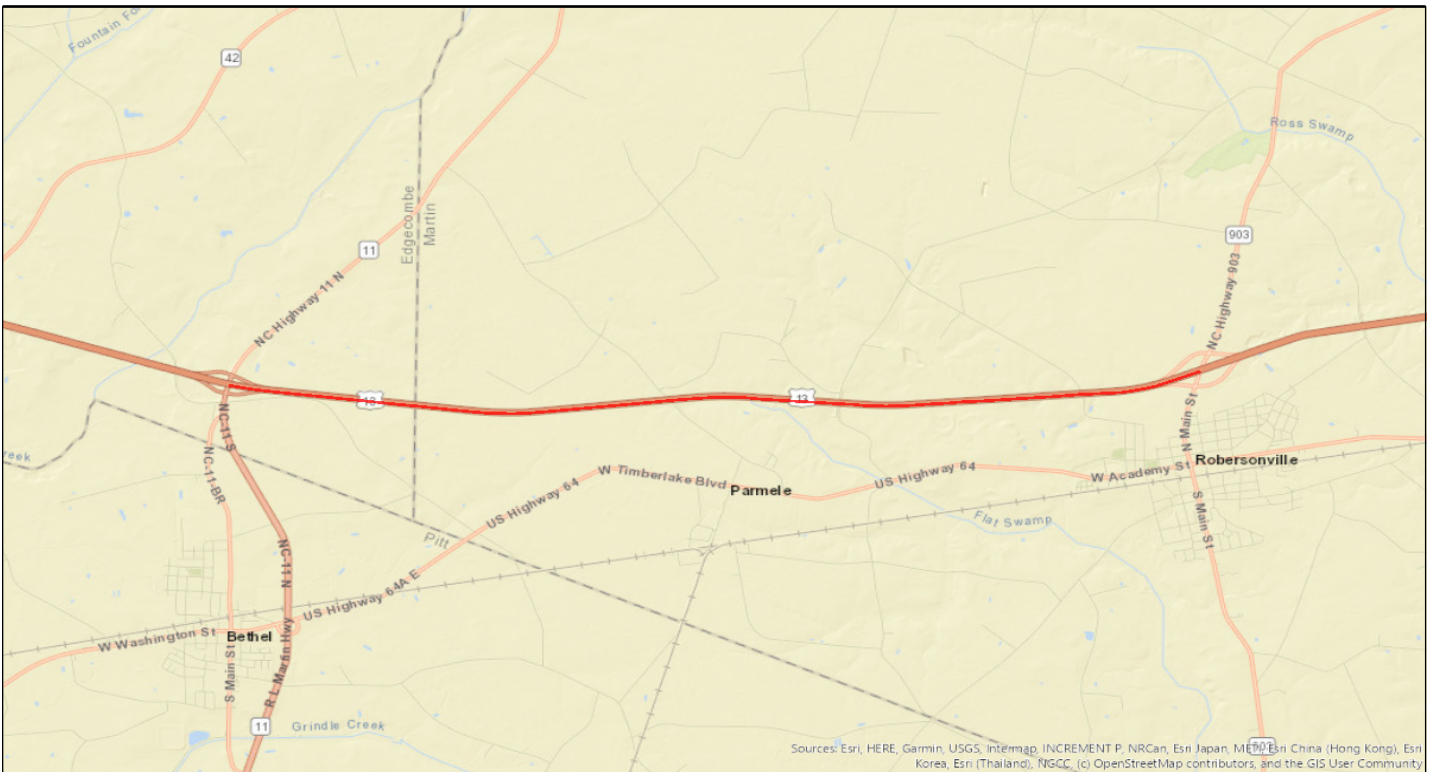
Upgrade existing freeway to Interstate Standards. To include ITS and Signing Improvements, existing ramps (Exits 502,505, 507, 512, & 514) widen to 16' lane width. Future I-87.

Division(s): Division 1, Division 4

County(s): Martin, Edgecombe

MPOS(s)/RPO(s): Mid-East RPO, Upper Coastal Plain RPO

Project Location



US-64 (Future I-87)

SPOT ID: H192969

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.15	8.72
	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%)	1.11	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	312	91.94
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,780	79.65
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	5	100
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	6	25.02

Project Data*

Existing Conditions

Existing Cross-Section:	
Speed Limit (mph):	70
Length (miles):	6.84
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	11,000
Volume (PADT):	11,500
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	65,500
Volume (PADT)/Capacity Ratio:	0.18
% Autos:	83%
% Trucks:	17%
Truck Volume (AADTT):	1,919.5
Total Crashes:	120
Crash Density (seg):	0.61
Crash Severity (seg):	3.77
Critical Crash Rate (seg):	0.63
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	Yes
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	70
Length (miles):	6.84
Facility Type:	Freeway
Access Control:	Full
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:	Martin County CTP, 2019
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

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

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	81%	0	0
Division 4	19%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Mid-East RPO	81%	0	0
Upper Coastal Plain RPO	19%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$85,226,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,880,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$91,106,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$91,106,000	

Project Purpose and Identified Needs

Primary Purpose: Improve mobility and 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 - Modernization

SPOT ID: H230843

Mode: Highway

Status: Submitted

NC-11

From/Cross Street: NC-125

Specific Improvement Type: 16 - Modernize Roadway

To: Martin/Bertie Line

Project Category: Regional Impact

Length: 6.26

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$25,143,000

Description:

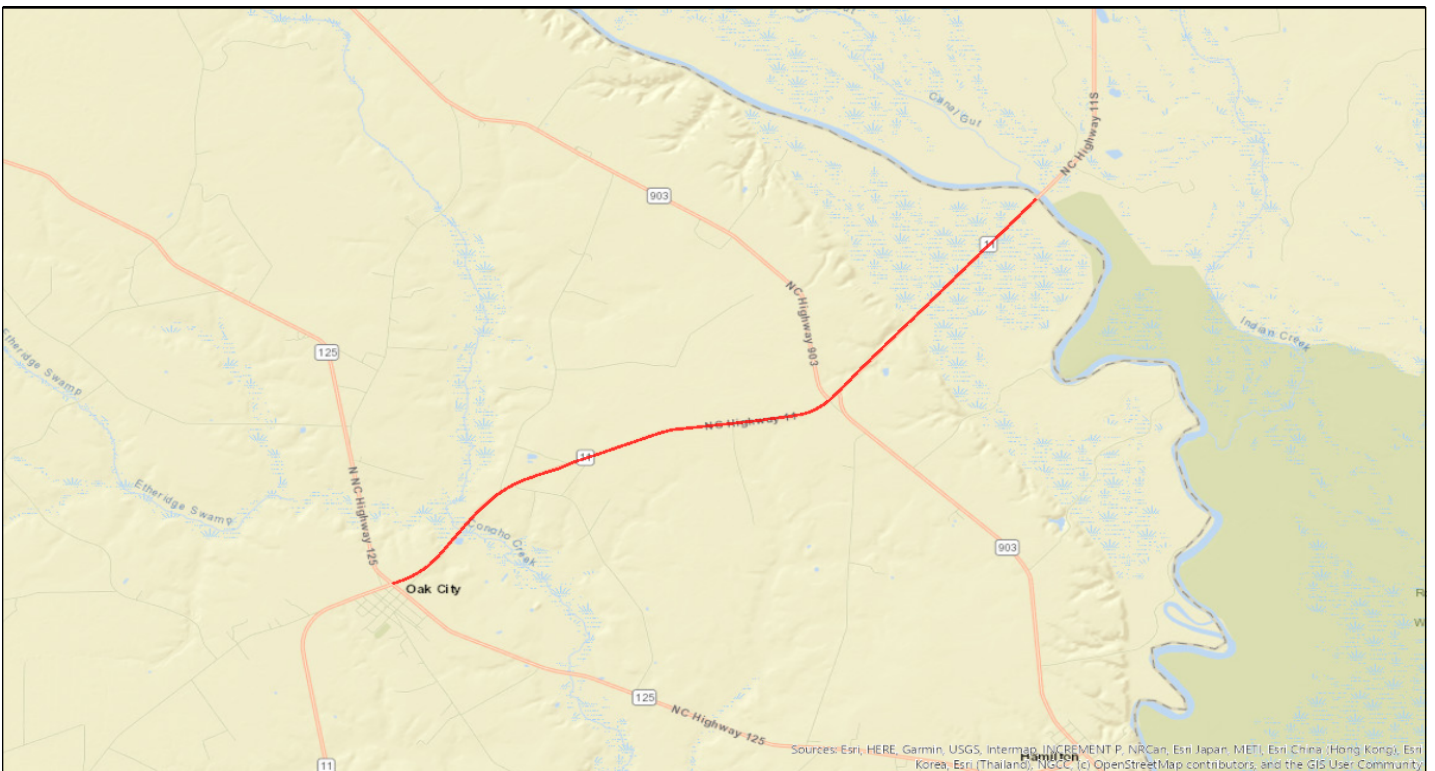
Widen to 12' lanes with 2' paved shoulders.

Division(s): Division 1

County(s): Martin

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

Project Location



NC-11

SPOT ID: H230843

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):	6.26
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5,491.42
Volume (PADT):	5,787.02
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	18,776.18
Volume (PADT)/Capacity Ratio:	0.31
% Autos:	79%
% Trucks:	21%
Truck Volume (AADTT):	1,175.16
Total Crashes:	87
Crash Density (seg):	1.05
Crash Severity (seg):	6.35
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:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	6.26
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

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

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$24,959,000	Cost Estimation Tool
Right-of-Way Cost:	\$184,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$25,143,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$25,143,000	

Project Purpose and Identified Needs

Primary Purpose: Safety, 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: H231349

Mode: Highway

Status: Submitted

NC-11, US-13

From/Cross Street: US-264 ALT

Specific Improvement Type: 3 - Upgrade Expressway to Freeway

To: SR-1510 (Thigpen Rd)

Project Category: Statewide Mobility

Length: 7.16

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$394,589,000

Description:

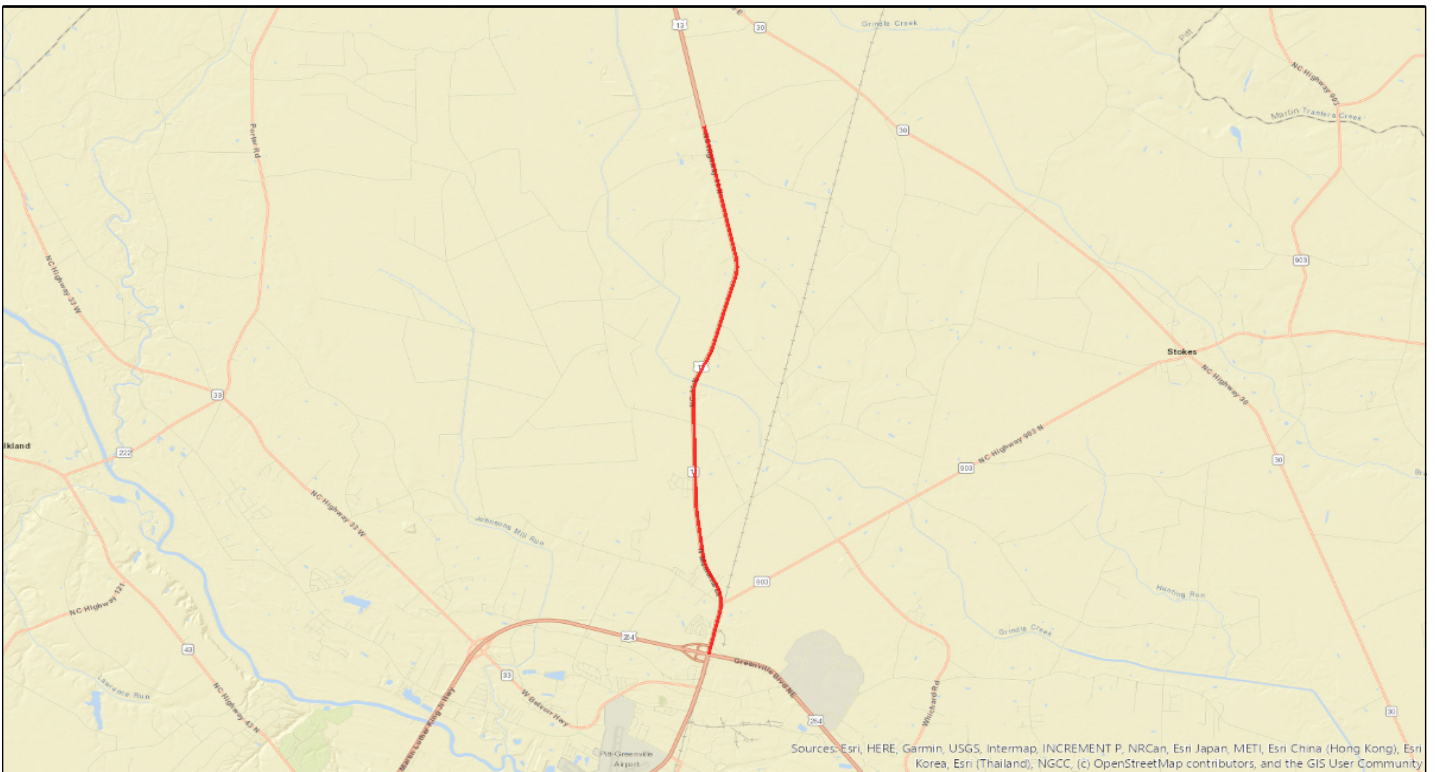
Upgrade to freeway / interstate standards.

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Mid-East RPO, Greenville Urban Area MPO

Project Location



NC-11, US-13

SPOT ID: H231349

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):	59
Length (miles):	7.16
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	9
Paved Shoulder Width (ft):	6
Roadway has Curb & Gutter?	No
Volume (AADT):	14,572.56
Volume (PADT):	15,122.31
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	66,050.73
Volume (PADT)/Capacity Ratio:	0.23
% Autos:	91%
% Trucks:	9%
Truck Volume (AADTT):	1,334.85
Total Crashes:	247
Crash Density (seg):	0.78
Crash Severity (seg):	4.1
Critical Crash Rate (seg):	0.66
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	79

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	7.16
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
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:	Pitt County CTP, 2005 and 2023 (Draft)
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	56%	0	0
Greenville Urban Area MPO	44%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$365,681,000	Cost Estimation Tool
Right-of-Way Cost:	\$25,137,000	Cost Estimation Tool
Utilities Cost:	\$3,771,000	Cost Estimation Tool
Total Project Cost:	\$394,589,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$394,589,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility. Project would significantly improve connection between Greenville & US-64 (Future I-87).

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: H231352

Mode: Highway

Status: Submitted

NC-11, US-13

From/Cross Street: SR-1510 (Thigpen Rd)

Specific Improvement Type: 3 - Upgrade Expressway to Freeway

To: US-64 (Future I-87)

Project Category: Statewide Mobility

Length: 5.33

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$612,689,000

Description:

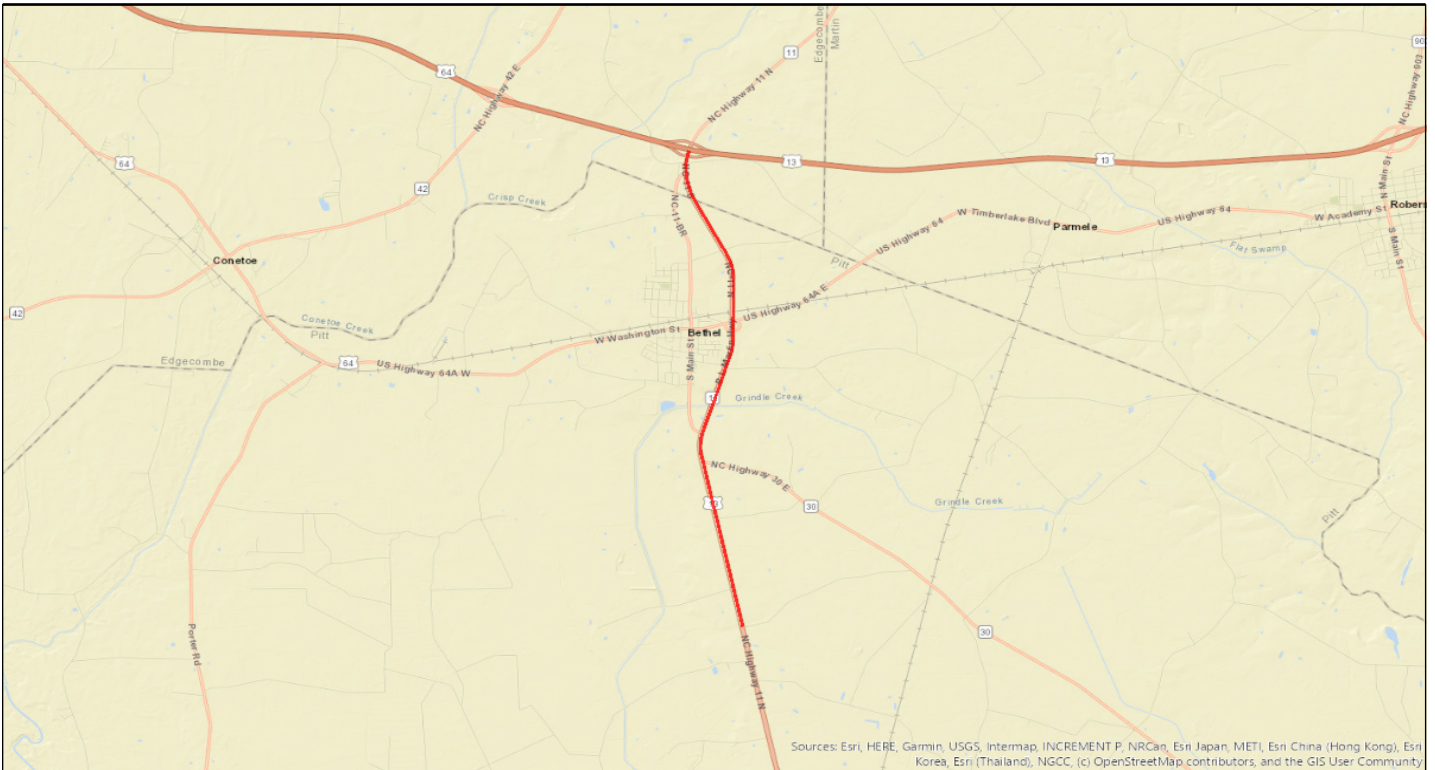
Upgrade to freeway / interstate standards.

Division(s): Division 2, Division 4

County(s): Pitt, Edgecombe

MPOS(s)/RPO(s): Mid-East RPO, Upper Coastal Plain RPO

Project Location



NC-11, US-13

SPOT ID: H231352

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):	59
Length (miles):	5.33
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	8,934.66
Volume (PADT):	9,322.3
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	70,659.44
Volume (PADT)/Capacity Ratio:	0.13
% Autos:	89%
% Trucks:	11%
Truck Volume (AADTT):	991.75
Total Crashes:	127
Crash Density (seg):	0.68
Crash Severity (seg):	2.86
Critical Crash Rate (seg):	1.36
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	97

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	70
Length (miles):	5.33
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
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:	Pitt County CTP, 2005 and 2023 (Draft)
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

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

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	90%	0	0
Division 4	10%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Mid-East RPO	90%	0	0
Upper Coastal Plain RPO	10%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$535,602,000	Cost Estimation Tool
Right-of-Way Cost:	\$67,032,000	Cost Estimation Tool
Utilities Cost:	\$10,055,000	Cost Estimation Tool
Total Project Cost:	\$612,689,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$612,689,000	

Project Purpose and Identified Needs

Primary Purpose: Improve Safety and Mobility along corridor. Improve connection between Greenville and US-64 (Future I-87).

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: H142101

Mode: Highway

Status: Submitted

US-264, US-264 BYP (Greenville Blvd NE)

From/Cross Street: NC 11 / US 13 (N Memorial Dr) in Pitt County

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

To: SR-1410 (VOA Rd) in Beaufort County

Project Category: Statewide Mobility

Length: 14.7

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$596,022,000

Description:

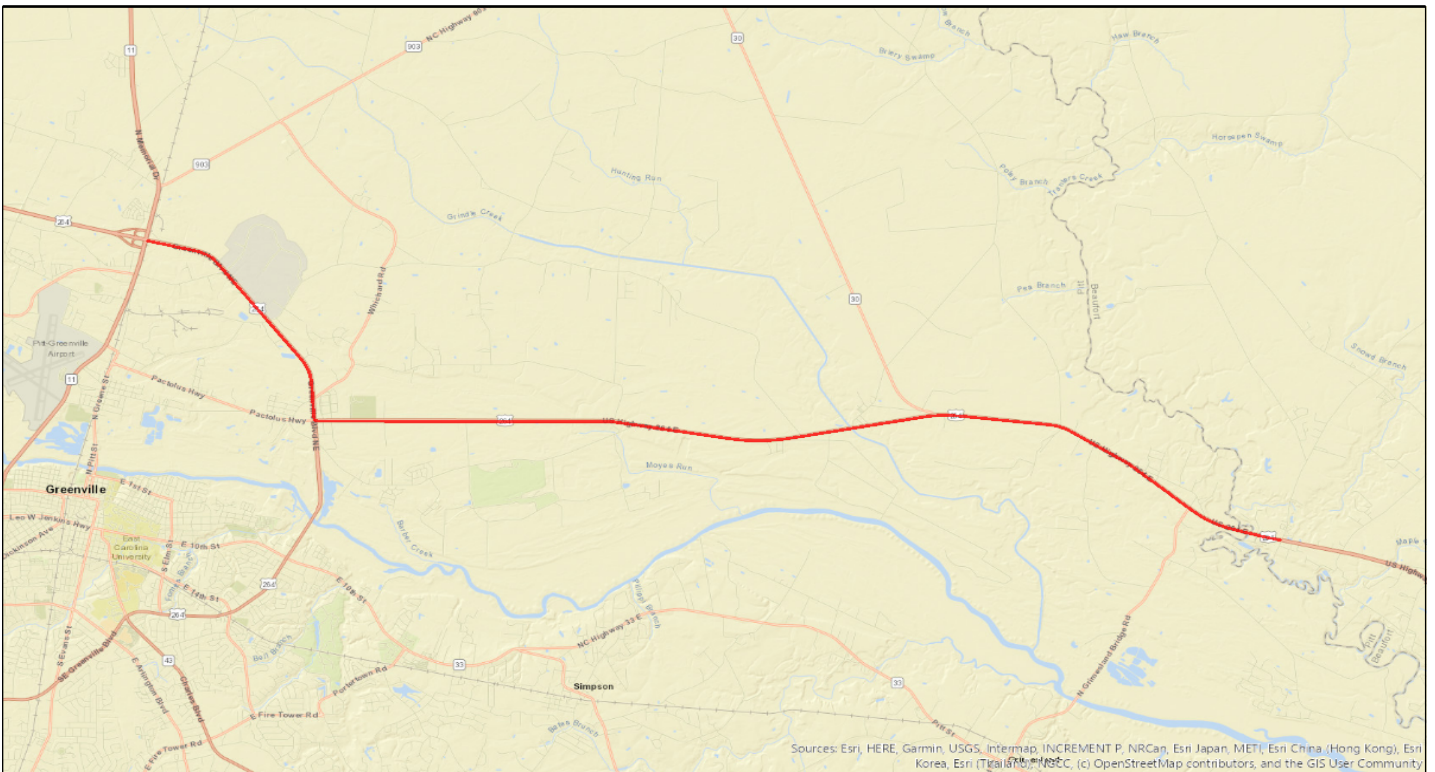
Upgrade roadway to limited control-of-access with service roads.

Division(s): Division 2

County(s): Pitt, Beaufort

MPOS(s)/RPO(s): Mid-East RPO, Greenville Urban Area MPO

Project Location



US-264, US-264 BYP (Greenville Blvd NE)

SPOT ID: H142101

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.27	21.1
	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%)	1.28	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%)	224	77.16
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,578.56	77.74
	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%)	25	72.25

Project Data*

Existing Conditions

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	59
Length (miles):	14.7
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	18,890.25
Volume (PADT):	19,522.62
Peak ADT (PADT) Factor:	1.03
Capacity (vpd):	60,678.1
Volume (PADT)/Capacity Ratio:	0.32
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	1,352.54
Total Crashes:	737
Crash Density (seg):	1.2
Crash Severity (seg):	4.54
Critical Crash Rate (seg):	0.84
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	52

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	60
Length (miles):	14.7
Facility Type:	Freeway
Access Control:	Limited
Functional Classification:	Other Principal Arterial-Other Freeway
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:	Pitt County CTP, 2005 & Beaufort County CTP, 2014
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	55%	0	0
Greenville Urban Area MPO	45%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$575,651,000	Cost Estimation Tool
Right-of-Way Cost:	\$17,714,000	Cost Estimation Tool
Utilities Cost:	\$2,657,000	Cost Estimation Tool
Total Project Cost:	\$596,022,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$596,022,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility along corridor through limited control-of-access. This segment of US-264 serves as a critical link between Pitt and Beaufort Counties, with significant AADT counts.

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: H090738-B

Mode: Highway

Status: Submitted

NC-33

From/Cross Street: US-17 BUS

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR-1568 (Calvert St)

Project Category: Regional Impact

Length: 5.96

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$91,572,000

Description:

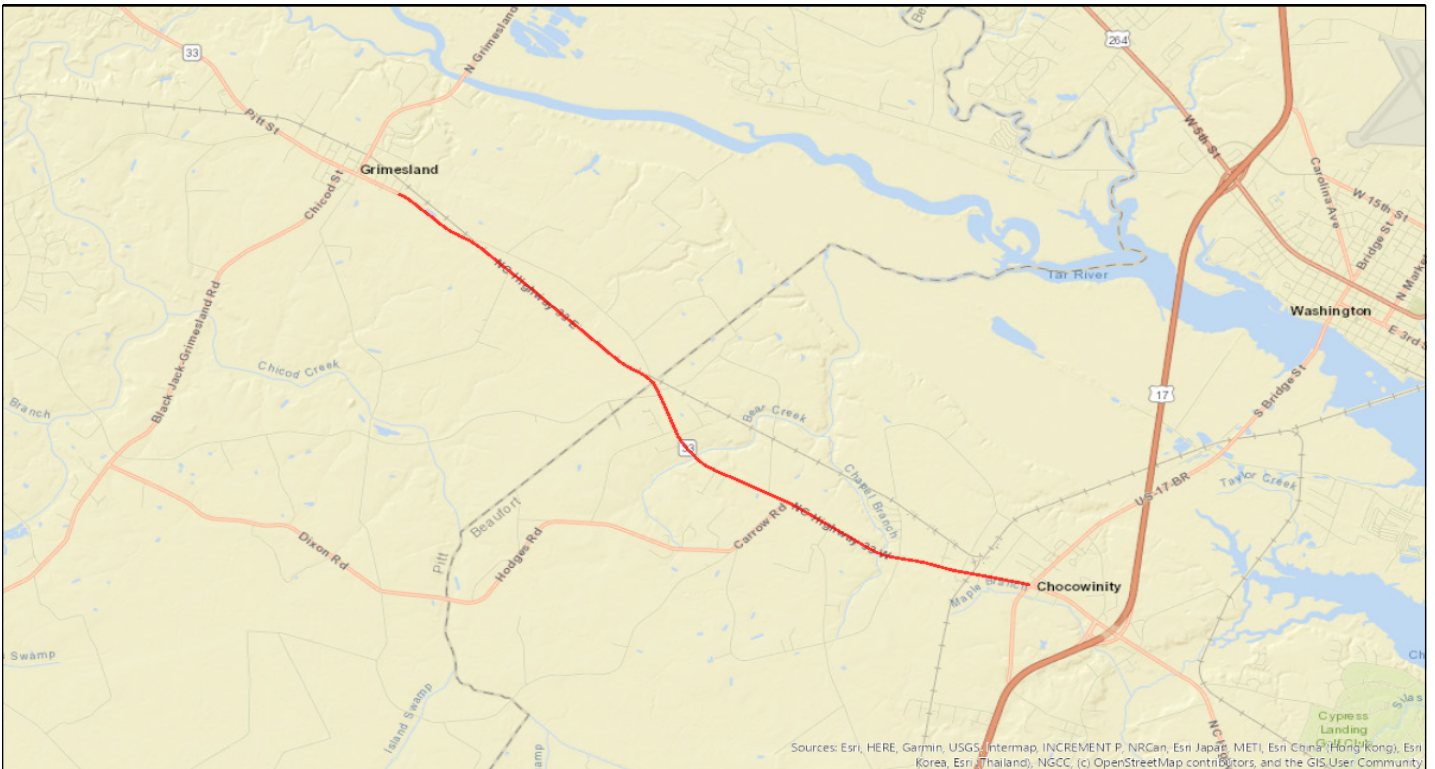
Widen roadway to two-lane TWLTL with 12 ft. lanes and paved shoulders.

Division(s): Division 2

County(s): Beaufort, Pitt

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

Project Location



NC-33

SPOT ID: H090738-B

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.33	27.82
	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%)	1.16	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%)	227	77.82
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	78.68	2.41
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	5	100
Shoulder Width	Paved Shoulder Width Difference (100%)		0
Pavement Condition	Pavement Condition Rating (100%)	51	96.65

Project Data*

Existing Conditions

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	52
Length (miles):	5.96
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):	6,388.16
Volume (PADT):	6,627.57
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	17,120.2
Volume (PADT)/Capacity Ratio:	0.39
% Autos:	97%
% Trucks:	3%
Truck Volume (AADTT):	171.2
Total Crashes:	131
Crash Density (seg):	1.72
Crash Severity (seg):	7.08
Critical Crash Rate (seg):	0.66
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	48

Project Benefits

Project Cross-Section:	3A - 2 Lane with Two Way Left Turn Lane, and Paved Shoulders
Speed Limit (mph):	55
Length (miles):	5.96
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Beaufort County 2013, Pitt County 2005
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT 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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$81,567,000	Cost Estimation Tool
Right-of-Way Cost:	\$8,700,000	Cost Estimation Tool
Utilities Cost:	\$1,305,000	Cost Estimation Tool
Total Project Cost:	\$91,572,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$91,572,000	

Project Purpose and Identified Needs

Primary Purpose: Improve safety and mobility along corridor with added lane and shoulder width, and with the additional TWLTL to allow for less hazardous left turns.

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: H230298

Mode: Highway

Status: Submitted

NC-33

From/Cross Street: NC-42 (At Scotts Crossroads)

Specific Improvement Type: 1 - Widen Existing Roadway

To: NC-222 (At Belvoir Crossroads)

Project Category: Regional Impact

Length: 7.57

TIP#: R-3407 B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$163,344,000

Description:

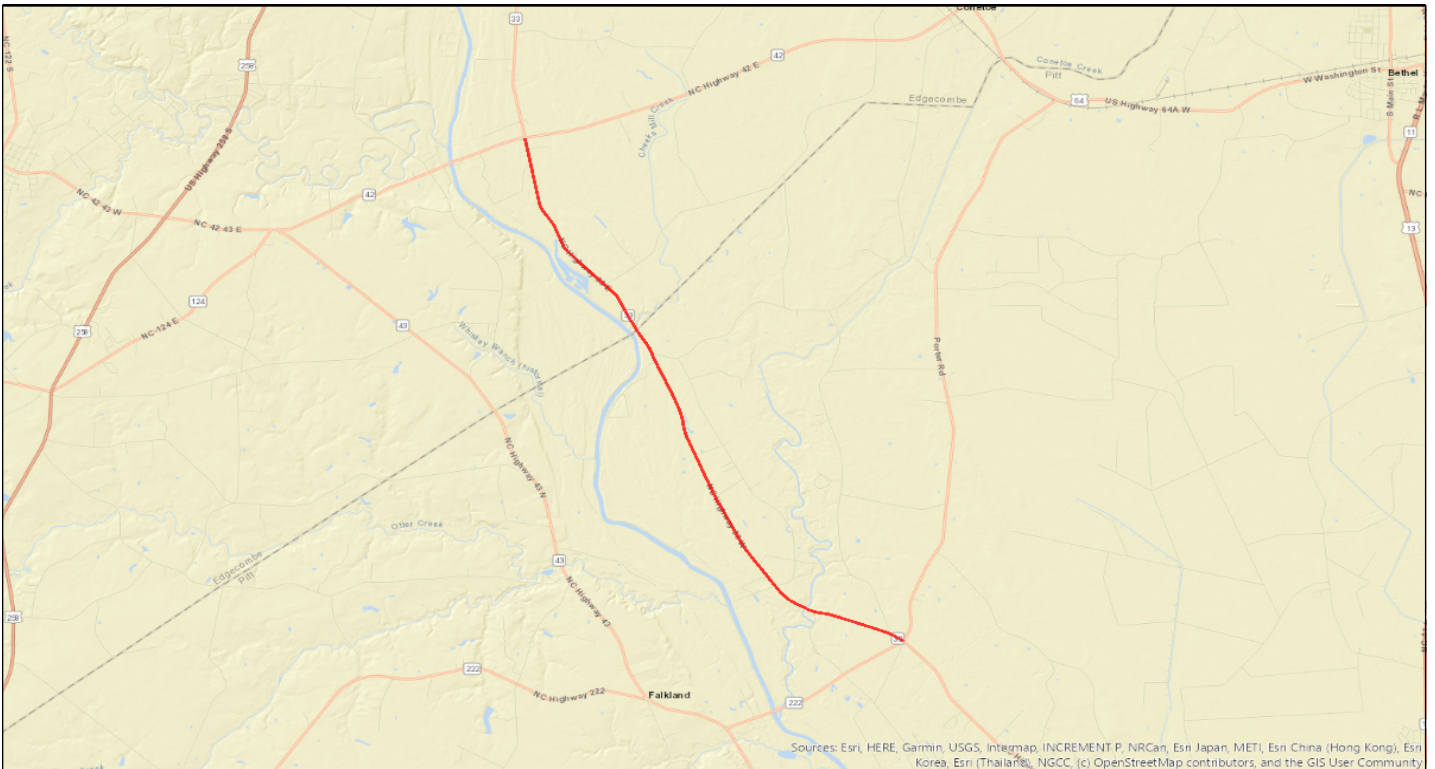
Widen existing facility to four-lane divided with depressed median and paved shoulders.

Division(s): Division 2, Division 4

County(s): Pitt, Edgecombe

MPOS(s)/RPO(s): Mid-East RPO, Upper Coastal Plain RPO

Project Location



NC-33

SPOT ID: H230298

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):	55
Length (miles):	7.57
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):	3,122.25
Volume (PADT):	3,404.7
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0.18
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	203.57
Total Crashes:	107
Crash Density (seg):	31.35
Crash Severity (seg):	20.13
Critical Crash Rate (seg):	30.04
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:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	7.57
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	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:	Edgecombe County CTP, 2011
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

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

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 2	65%	0	0
Division 4	35%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Mid-East RPO	65%	0	0
Upper Coastal Plain RPO	35%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$144,279,000	Cost Estimation Tool
Right-of-Way Cost:	\$16,578,000	Cost Estimation Tool
Utilities Cost:	\$2,487,000	Cost Estimation Tool
Total Project Cost:	\$163,344,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$163,344,000	

Project Purpose and Identified Needs

Primary Purpose: Widening will address safety issues along corridor and will expand access between Greenville and Tarboro / Rocky Mount

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-E

Mode: Highway

Status: Submitted

US-17

From/Cross Street: SR 1130 (C.C. Road)

Specific Improvement Type: 1 - Widen Existing Roadway

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

Project Category: Statewide Mobility

Length: 3.45

TIP#: R-2513E

Fully Funded in Draft STIP? No

Cost to NCDOT: \$72,077,000

Description:

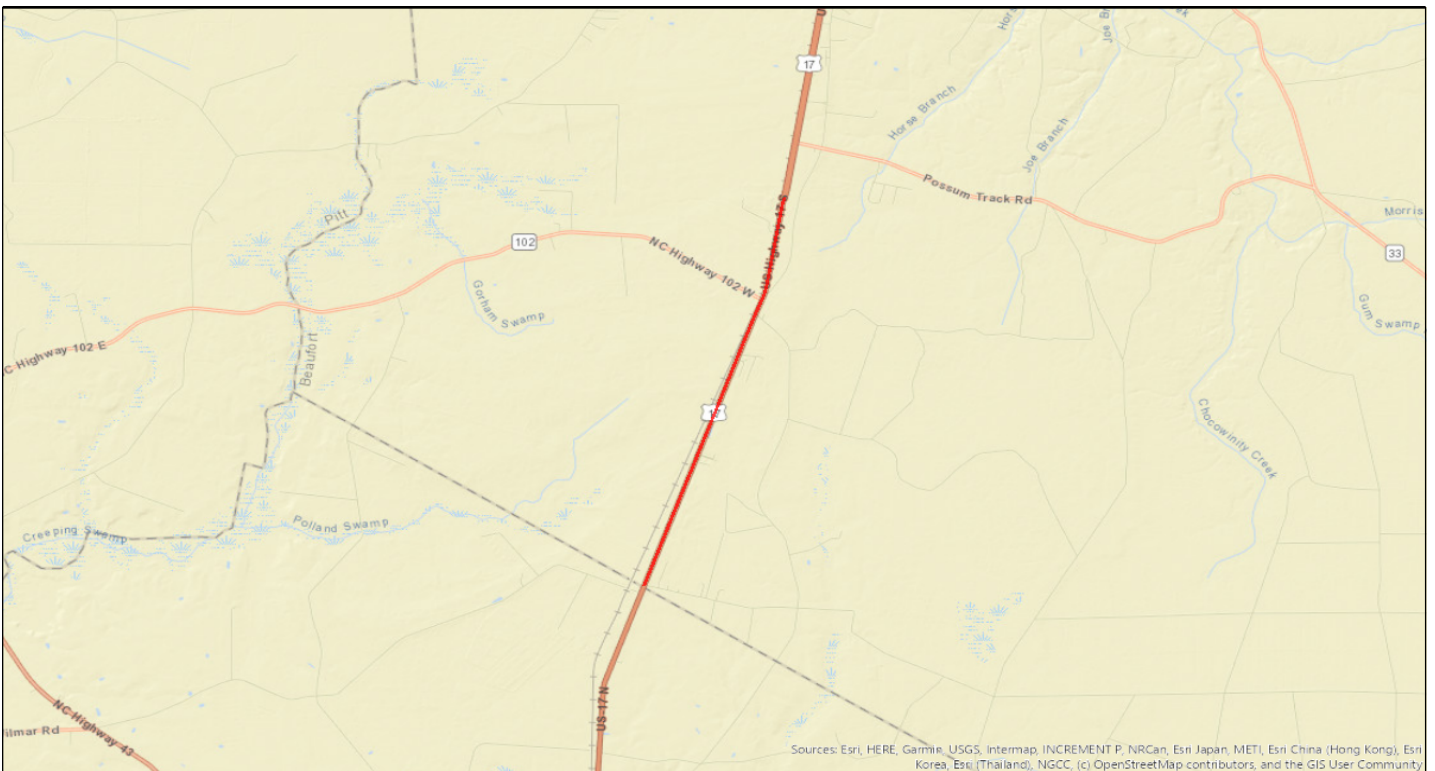
Widen to Multi-Lanes. Project ends .4 miles South of SR 1127 to join up with existing 4-lane section.

Division(s): Division 2

County(s): Beaufort

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

Project Location



US-17

SPOT ID: H090103-E

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.45	43.19
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	1.41	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%)	227	77.82
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	764.68	56.23
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	1	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):	3.45
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):	6,334.39
Volume (PADT):	7,001.43
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0.36
% Autos:	87%
% Trucks:	13%
Truck Volume (AADTT):	849.44
Total Crashes:	62
Crash Density (seg):	1.35
Crash Severity (seg):	1.78
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:	4A - 4 Lane Divided (4' depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	3.45
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:	Mid-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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$64,033,000	Cost Estimation Tool
Right-of-Way Cost:	\$6,995,000	Cost Estimation Tool
Utilities Cost:	\$1,049,000	Cost Estimation Tool
Total Project Cost:	\$72,077,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$72,077,000	

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: H170813

Mode: Highway

Status: Submitted

NC-32

From/Cross Street: Brick Kiln Road

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#: R-5897

Fully Funded in Draft STIP? No

Cost to NCDOT: \$5,424,000

Description:

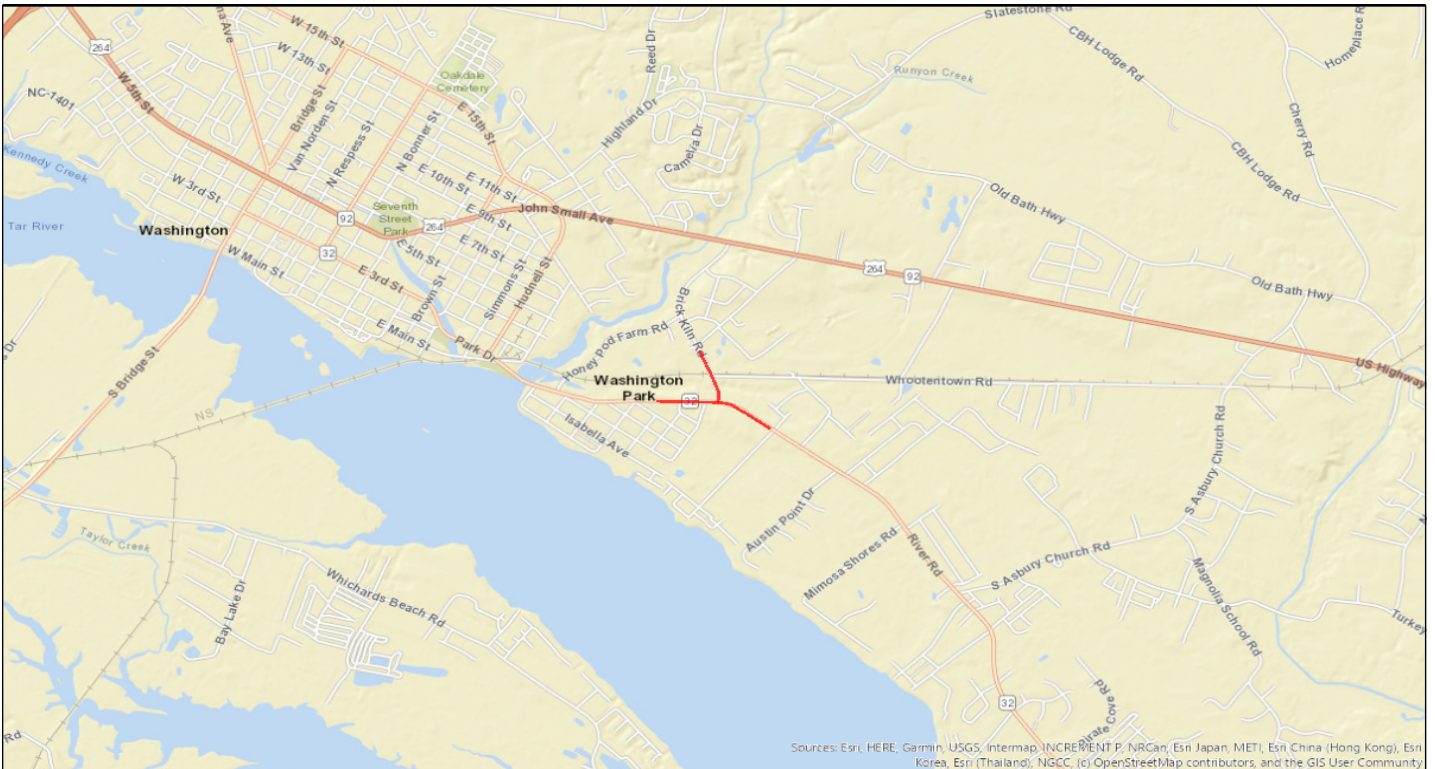
Improve intersection for safety and accommodate bicycles with wider lanes. The road is on a State Bike Route and East Coast Greenway.

Division(s): Division 2

County(s): Beaufort

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

Project Location



NC-32

SPOT ID: H170813

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.45	43.19
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		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%)	227	77.82
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	478.07	36.63
	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%)	27	75.15

Project Data*

Existing Conditions

Existing Cross-Section:	
Speed Limit (mph):	35
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):	13,513.26
Volume (PADT):	19,557.23
Peak ADT (PADT) Factor:	1.45
Capacity (vpd):	21,009.33
Volume (PADT)/Capacity Ratio:	0.93
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	641.88
Total Crashes:	34
Crash Density (seg):	0.94
Crash Severity (seg):	3.51
Critical Crash Rate (seg):	0.85
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?	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:	Minor 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:	Beaufort County CTP 2014
Submitted by:	Division 2
Original Submitter:	Mid-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
Mid-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: Congestion/Safety/Congestion. This is a State Bike Route and East Coast Greenway route. Provide, manage, and maintain a safe, efficient, and sustainable transportation system for all modes, intended to serve all segments of the population.

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: H192972

Mode: Highway

Status: Submitted

US-17 (Future I-87)

From/Cross Street: US 64

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

To: Roanoke River Bridge

Project Category: Statewide Mobility

Length: 1.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$73,608,000

Description:

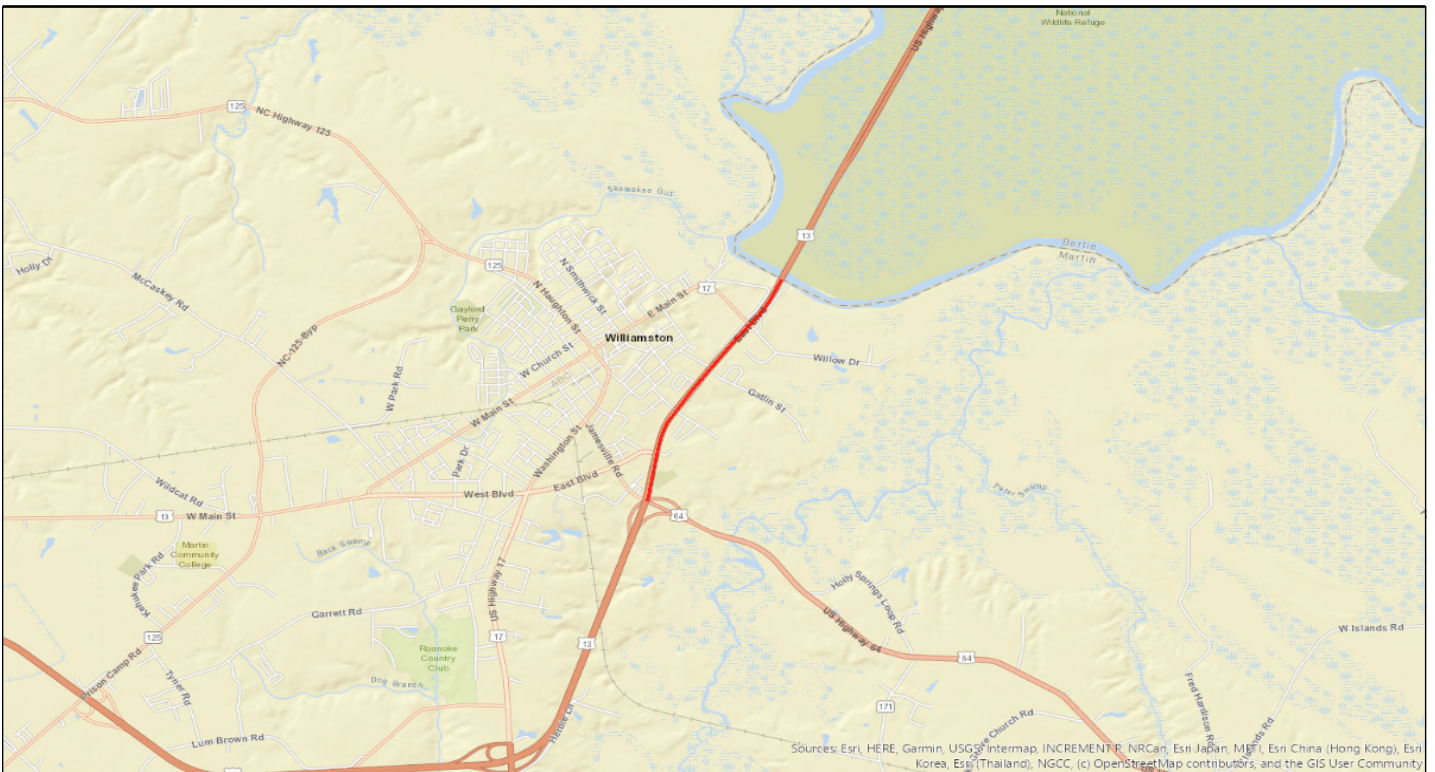
Upgrade Arterial to Interstate Standards

Division(s): Division 1

County(s): Martin

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

Project Location



US-17 (Future I-87)

SPOT ID: H192972

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.23	16.53
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)	0.79	0.74
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	312	91.94
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,488.15	76.25
	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%)	52	97

Project Data*

Existing Conditions

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	51
Length (miles):	1.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	11,928.29
Volume (PADT):	13,123.64
Peak ADT (PADT) Factor:	1.1
Capacity (vpd):	43,821.44
Volume (PADT)/Capacity Ratio:	0.3
% Autos:	89%
% Trucks:	11%
Truck Volume (AADTT):	1,364.6
Total Crashes:	26
Crash Density (seg):	0.58
Crash Severity (seg):	5.96
Critical Crash Rate (seg):	0.52
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (4 Lane with Depressed Median) with Paved Shoulders
Speed Limit (mph):	65
Length (miles):	1.5
Facility Type:	Freeway
Access Control:	Full
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 1
Original Submitter:	Mid-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 1	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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$57,777,000	Cost Estimation Tool
Right-of-Way Cost:	\$13,766,000	Cost Estimation Tool
Utilities Cost:	\$2,065,000	Cost Estimation Tool
Total Project Cost:	\$73,608,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$73,608,000	

Project Purpose and Identified Needs

Primary Purpose: Improve mobility and 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: H170366

Mode: Highway

Status: Submitted

NC-33

From/Cross Street: SR 1755 (Blackjack-Simpson Road)

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1760 (Mobleys Bridge Road)

Project Category: Regional Impact

Length: 5.6

TIP#: U-6215

Fully Funded in Draft STIP? No

Cost to NCDOT: \$168,924,000

Description:

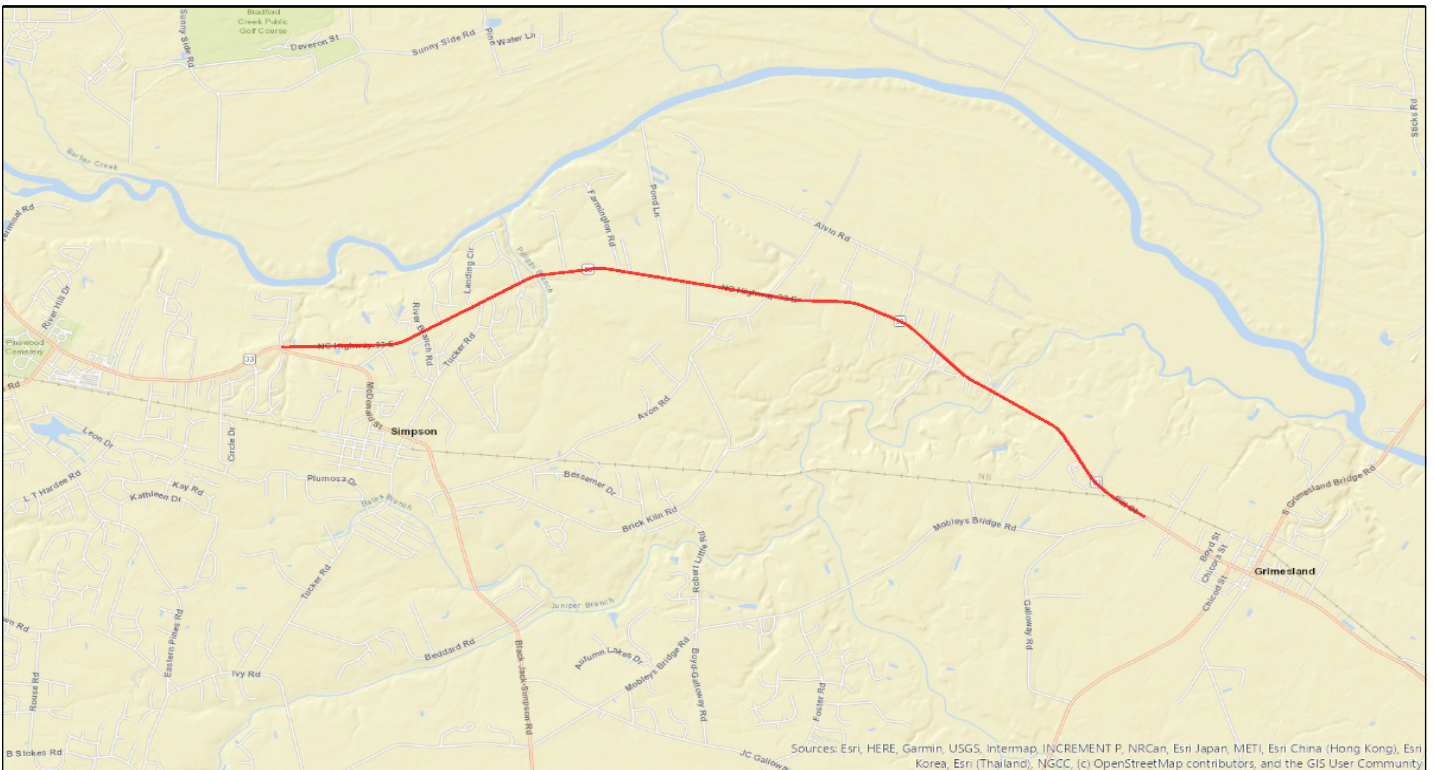
Widen existing section of NC 33 to 4-lane divided boulevard with paved shoulders. Improve select intersections and create partial access control at minor intersections improving safety: Replace bridge over Chicod Creek. Add a shared use path and crossing options

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Greenville Urban Area MPO, Mid-East RPO

Project Location



NC-33

SPOT ID: H170366

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.52	51.08
	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%)	2.99	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%)	224	77.16
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	208.48	11.71
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	1	0
Pavement Condition	Pavement Condition Rating (100%)	7	29.43

Project Data*

Existing Conditions

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	5.6
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):	7,773.43
Volume (PADT):	8,108.38
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0.42
% Autos:	97%
% Trucks:	3%
Truck Volume (AADTT):	209.11
Total Crashes:	253
Crash Density (seg):	2.75
Crash Severity (seg):	3.53
Critical Crash Rate (seg):	0.88
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:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	5.6
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Major Collector
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	GUAMPO MTP 2014-2040 - 2014
Submitted by:	Division 2
Original Submitter:	Greenville Urban Area MPO

* 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
Greenville Urban Area MPO	52%	0	0
Mid-East RPO	48%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$110,153,000	Cost Estimation Tool
Right-of-Way Cost:	\$51,105,000	Cost Estimation Tool
Utilities Cost:	\$7,666,000	Cost Estimation Tool
Total Project Cost:	\$168,924,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$168,924,000	

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. Providing bicycle and pedestrian access for State Bike Route and East Coast Greenway re-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 - Mobility

SPOT ID: H192966

Mode: Highway

Status: Submitted

NC-43

From/Cross Street: Worthington Road

Specific Improvement Type: 1 - Widen Existing Roadway

To: NC 102

Project Category: Regional Impact

Length: 9.08

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$212,707,000

Description:

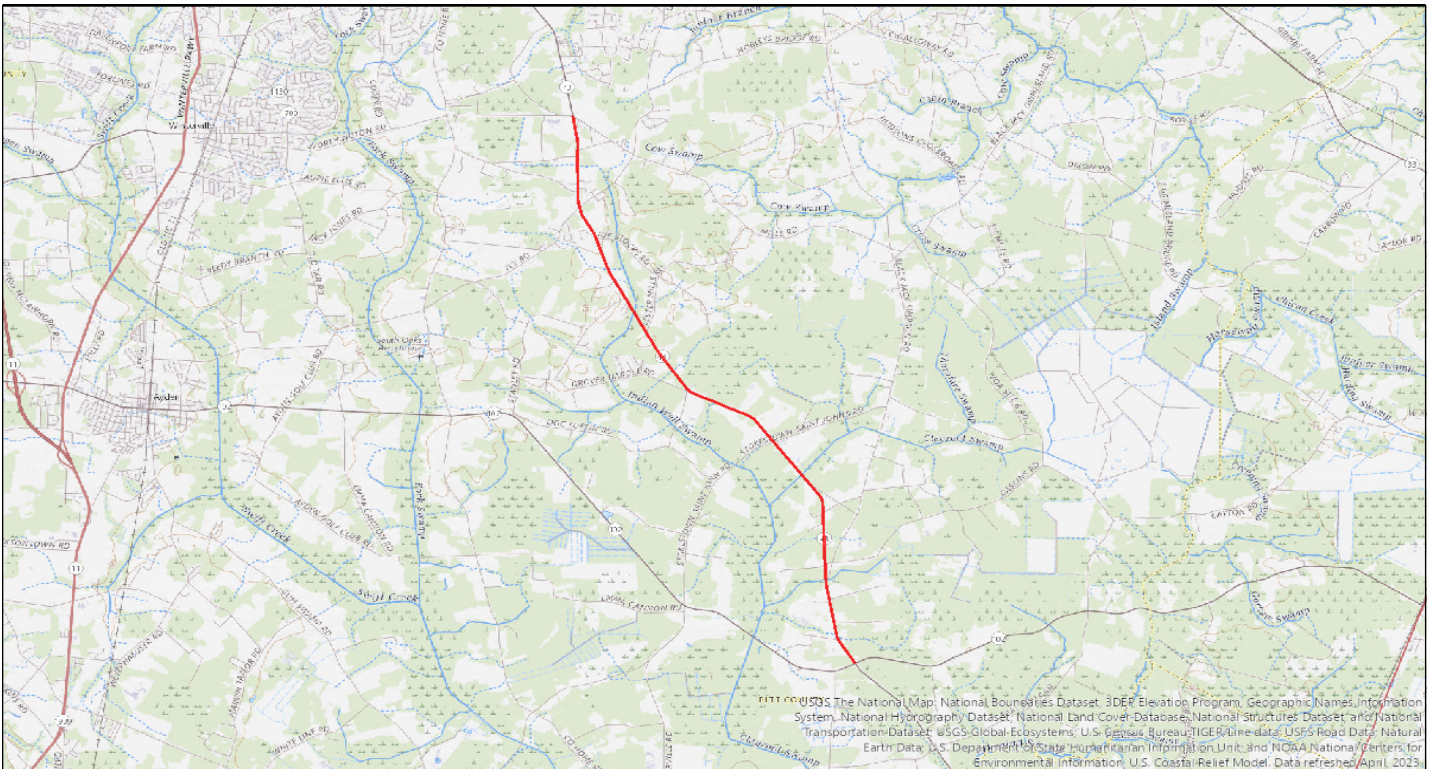
Widen roadway to 4-lane divided with 46 depressed median and paved shoulders. Bus stop improvements including shelters and benches or mobility hubs along the corridor shall be considered where appropriate.

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Mid-East RPO, Greenville Urban Area MPO

Project Location



NC-43

SPOT ID: H192966

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.52	51.08
	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%)	2.8	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%)	224	77.16
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	255.95	16.03
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)		0
Shoulder Width	Paved Shoulder Width Difference (100%)	2	43.2
Pavement Condition	Pavement Condition Rating (100%)	25	72.25

Project Data*

Existing Conditions

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	9.08
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Level
Lane Width (ft):	11
Paved Shoulder Width (ft):	1
Roadway has Curb & Gutter?	No
Volume (AADT):	7,494.03
Volume (PADT):	8,243.63
Peak ADT (PADT) Factor:	1.1
Capacity (vpd):	19,200
Volume (PADT)/Capacity Ratio:	0.43
% Autos:	97%
% Trucks:	3%
Truck Volume (AADTT):	260.79
Total Crashes:	341
Crash Density (seg):	2.99
Crash Severity (seg):	4.53
Critical Crash Rate (seg):	0.97
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:	99

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46'' Depressed Median) with Paved Shoulders
Speed Limit (mph):	65
Length (miles):	9.08
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Major Collector
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Pitt County 2005
Submitted by:	Division 2
Original Submitter:	Mid-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
Mid-East RPO	64%	0	0
Greenville Urban Area MPO	36%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$169,466,000	Cost Estimation Tool
Right-of-Way Cost:	\$37,601,000	Cost Estimation Tool
Utilities Cost:	\$5,640,000	Cost Estimation Tool
Total Project Cost:	\$212,707,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$212,707,000	

Project Purpose and Identified Needs

Primary Purpose: Improve 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: H185274

Mode: Highway

Status: Submitted

US-17

From/Cross Street: US 64

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

To:

Project Category: Statewide Mobility

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$67,988,000

Description:

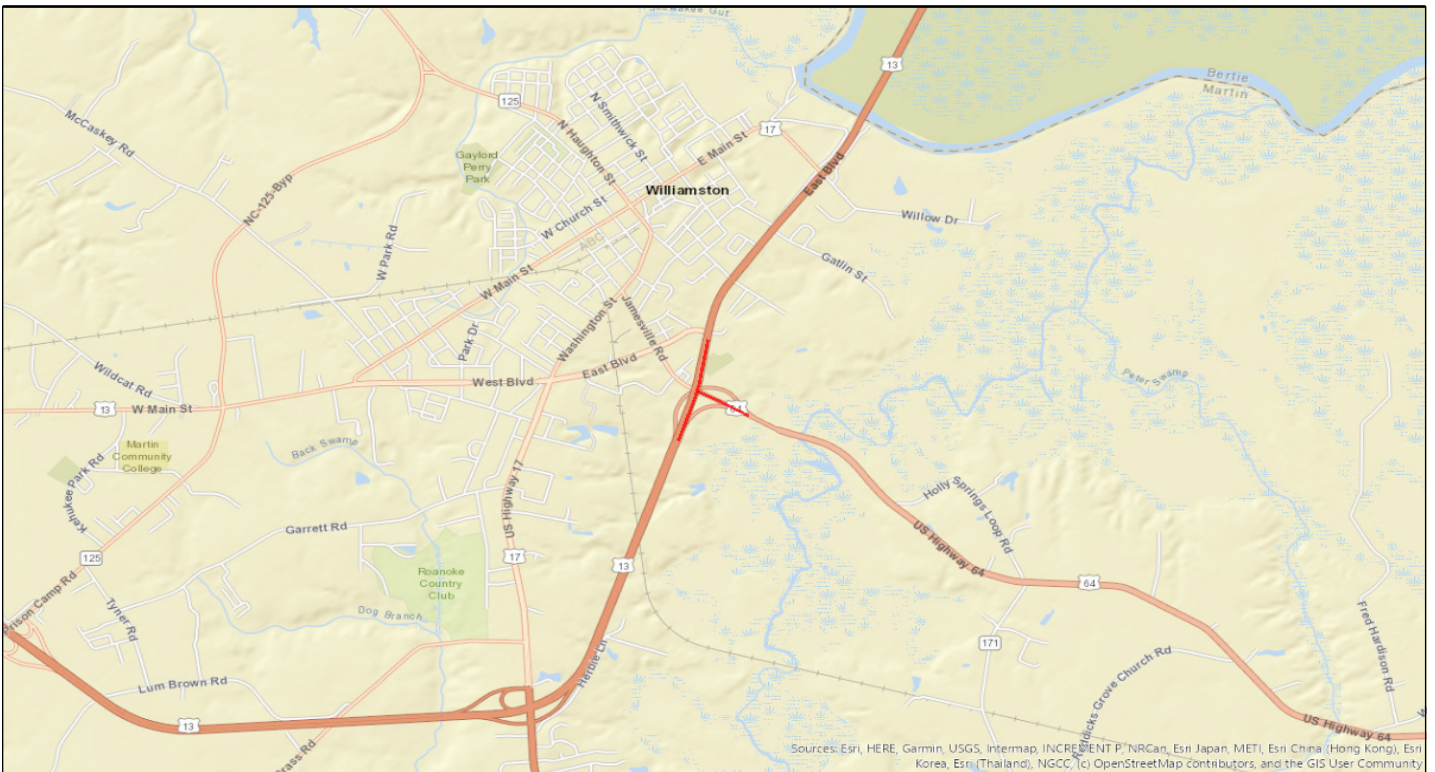
Construct interchange to allow mobility on future I87

Division(s): Division 1

County(s): Martin

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

Project Location



US-17

SPOT ID: H185274

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.17	10.38
	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%)	312	91.94
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	2,807.68	87.54
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	3	98.97
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	41	91.81

Project Data*

Existing Conditions

Existing Cross-Section:	
Speed Limit (mph):	64
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	22,000.15
Volume (PADT):	24,000.15
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	111,106.31
Volume (PADT)/Capacity Ratio:	0.22
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	3,071.22
Total Crashes:	28
Crash Density (seg):	1.3
Crash Severity (seg):	8.69
Critical Crash Rate (seg):	1.16
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	65
Length (miles):	2
Facility Type:	Freeway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
TerrainType:	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:	CTP Martin County, 2018
Submitted by:	Division 1
Original Submitter:	Division 1 (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 1	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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$56,963,000	Cost Estimation Tool
Right-of-Way Cost:	\$11,025,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$67,988,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$67,988,000	

Project Purpose and Identified Needs

Primary Purpose: US 17 is designated to be future I-87. To improve mobility and safety, and to meet the design criteria for Interstates, an upgrade of the intersection of US 17 and US 64 to an interchange is recommended.

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: H231288

Mode: Highway

Status: Submitted

US-17 (US 17)

From/Cross Street: US 64 Alt

Specific Improvement Type: 17 - Upgrade Freeway to Interstate Standards

To: Martin County/Bertie County Line, South end of Roanoke River Bridge

Project Category: Statewide Mobility

Length: 4.3

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$54,466,000

Description:

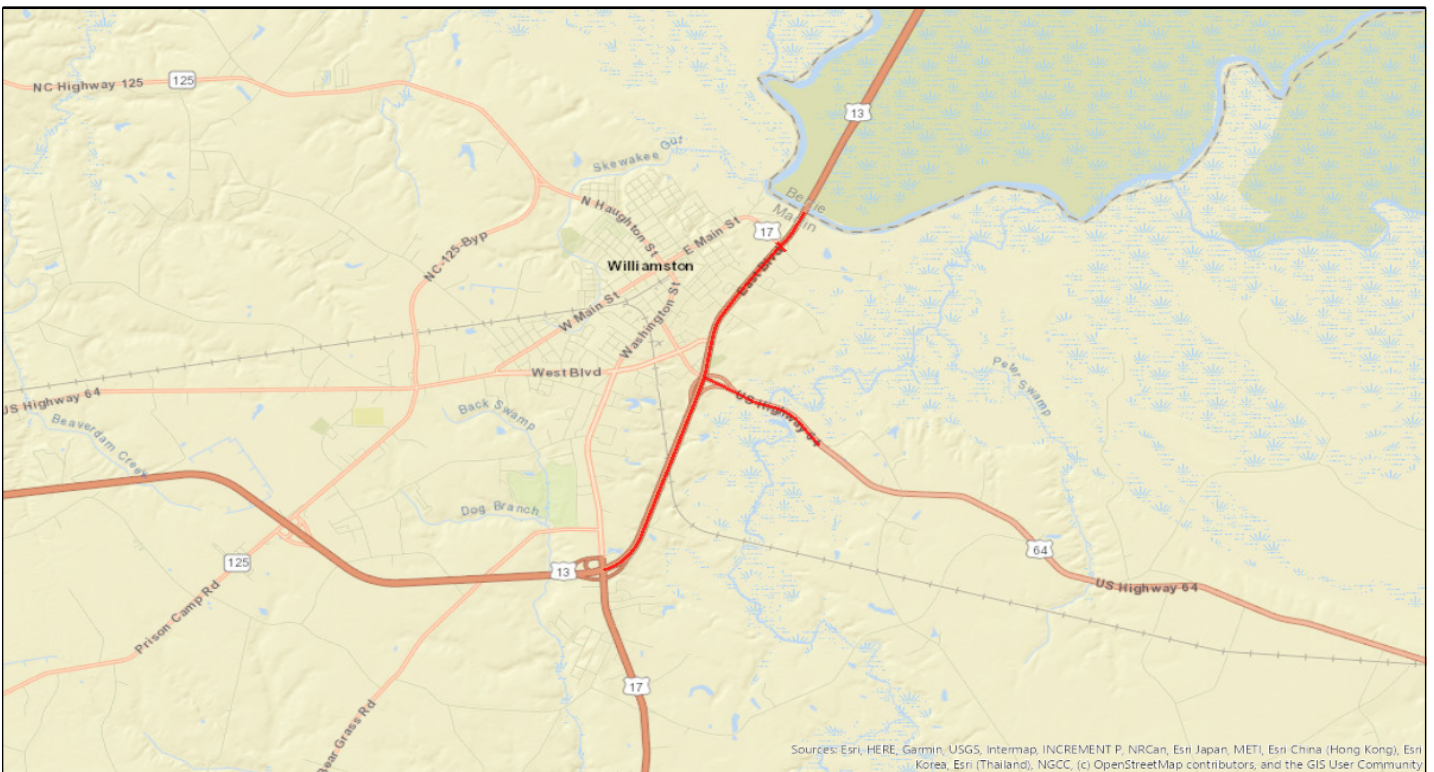
Upgrade US 17 to Interstate standards.

Division(s): Division 1

County(s): Martin

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

Project Location



US-17 (US 17)

SPOT ID: H231288

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):	59
Length (miles):	4.3
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):	11,693.11
Volume (PADT):	12,753.31
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	57,135.54
Volume (PADT)/Capacity Ratio:	0.22
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	1,606.63
Total Crashes:	50
Crash Density (seg):	0.36
Crash Severity (seg):	2.92
Critical Crash Rate (seg):	0.33
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:	98

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	65
Length (miles):	4.3
Facility Type:	Freeway
Access Control:	None
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:	Martin County CTP 2018
Submitted by:	Division 1
Original Submitter:	TBD

* 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 1	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
Mid-East RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$50,056,000	Cost Estimation Tool
Right-of-Way Cost:	\$4,410,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$54,466,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$54,466,000	

Project Purpose and Identified Needs

Primary Purpose: Upgrade facility to Interstate standards.

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

Specific Improvement Type: 1 - Widen Existing Roadway

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

Project Category: Statewide Mobility

Length: 3.95

TIP#: R-2513D

Fully Funded in Draft STIP? No

Cost to NCDOT: \$83,259,000

Description:

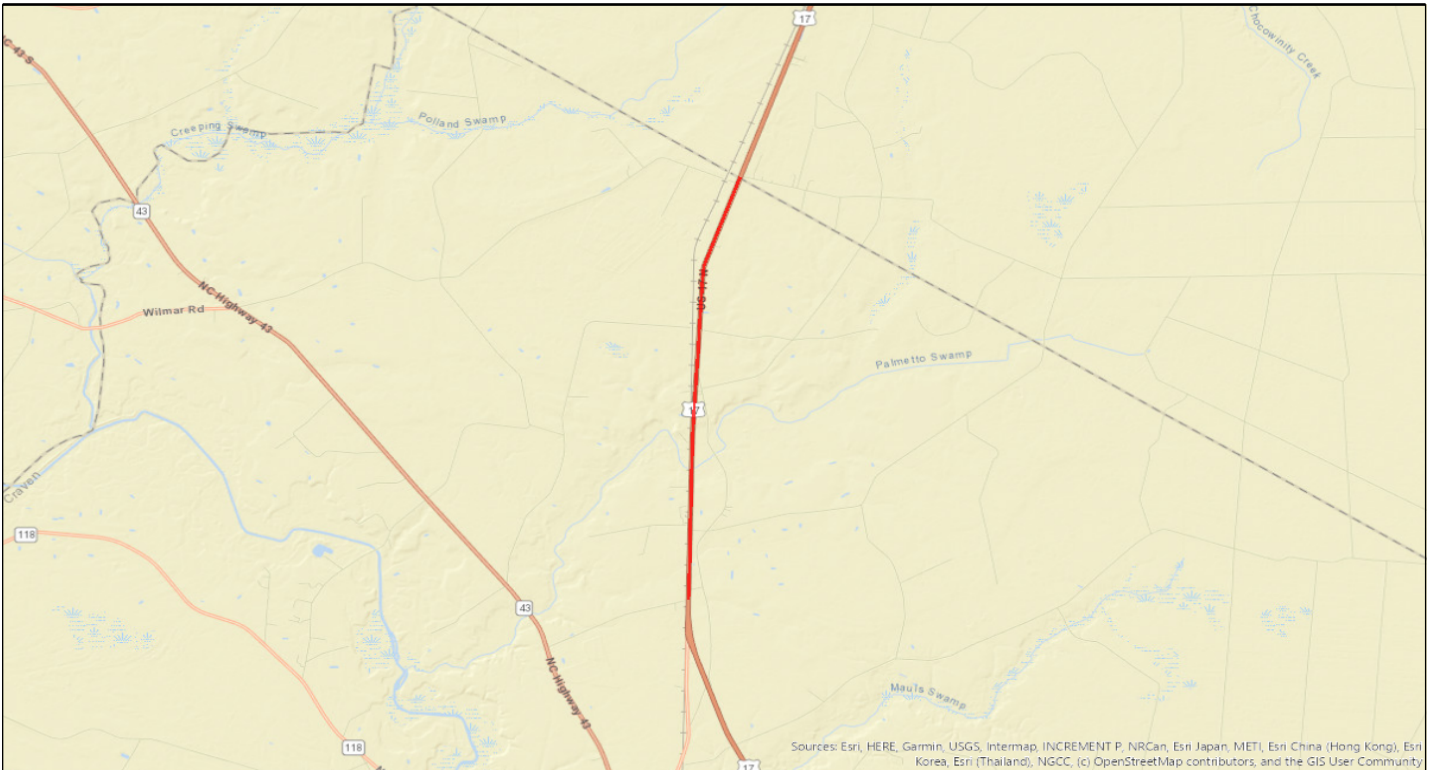
Widen to Multi-Lanes.

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!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
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: H090201

Mode: Highway

Status: Submitted

NC-11

From/Cross Street: NC 903 in Martin County

Specific Improvement Type: 1 - Widen Existing Roadway

To: US 13 Bypass north of Ahoskie in Hertford County

Project Category: Regional Impact

Length: 29.06

TIP#: R-2900

Fully Funded in Draft STIP? No

Cost to NCDOT: \$598,090,000

Description:

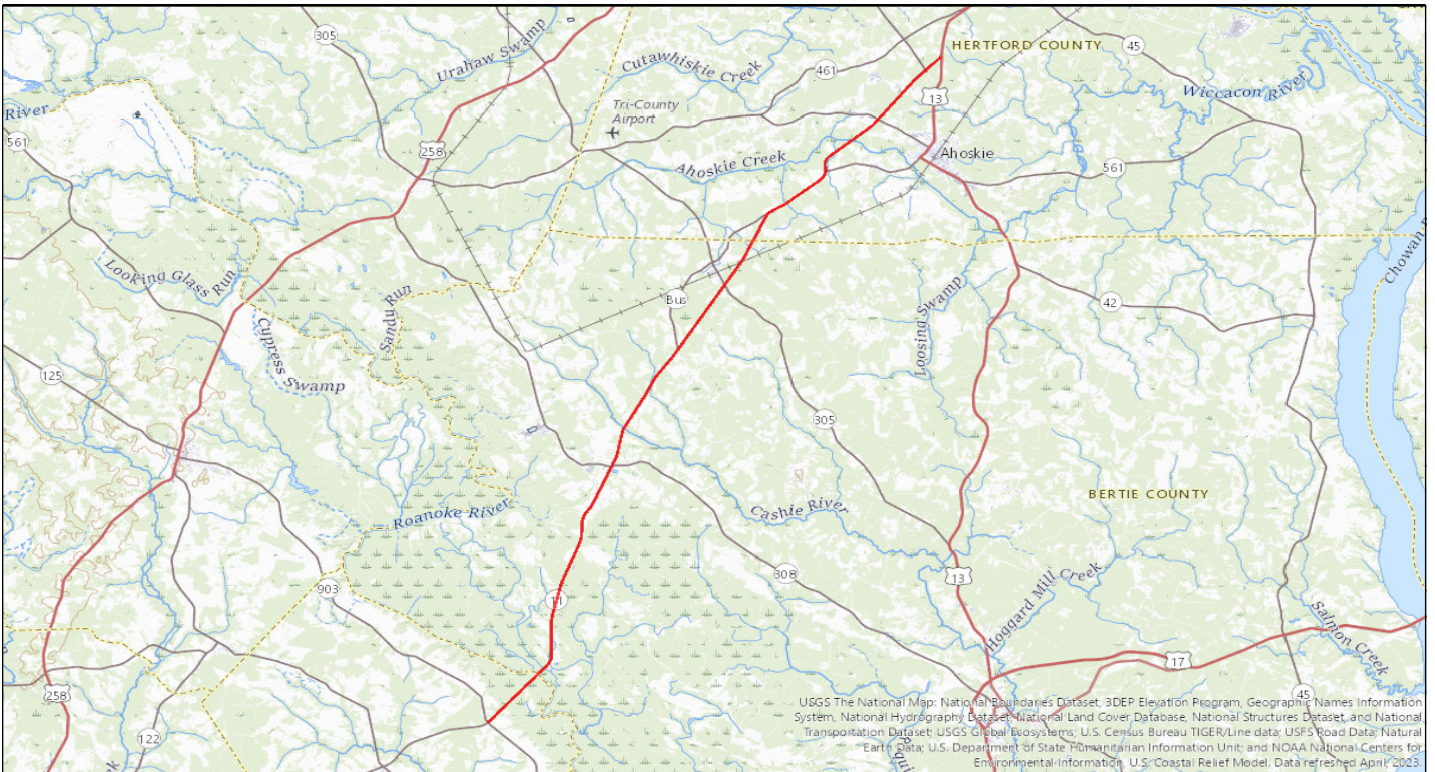
Widen to Multi-Lanes

Division(s): Division 1

County(s): Bertie, Hertford, Martin

MPOS(s)/RPO(s): Peanut Belt RPO, Mid-East RPO

Project Location



NC-11

SPOT ID: H090201

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.38	34.39
	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%)	0.9	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%)	357	97.01
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	959.36	65.45
	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%)	23	67.67

Project Data*

Existing Conditions

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	54
Length (miles):	29.06
Facility Type:	Two Lane Highway
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5,921.71
Volume (PADT):	6,241.39
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	18,952.59
Volume (PADT)/Capacity Ratio:	0.33
% Autos:	82%
% Trucks:	18%
Truck Volume (AADTT):	1,049.92
Total Crashes:	322
Crash Density (seg):	0.95
Crash Severity (seg):	6.76
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?	No
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	29.06
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Minor Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Bertie County CTP 2012 Hertford County 2015
Submitted by:	Peanut Belt RPO
Original Submitter:	Strategic Planning Office

* 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 1	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
Peanut Belt RPO	92%	0	0
Mid-East RPO	8%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$575,743,000	Cost Estimation Tool
Right-of-Way Cost:	\$19,432,000	Cost Estimation Tool
Utilities Cost:	\$2,915,000	Cost Estimation Tool
Total Project Cost:	\$598,090,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$598,090,000	

Project Purpose and Identified Needs

Primary Purpose: Increase capacity, north-south connectivity, and improve safety. These will combine to improve living standards and commerce for this Tier 1 region.

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: H141724

Mode: Highway

Status: Submitted

I-87, US-17

From/Cross Street: US 64 at Williamston

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

To: US 13 North at Windsor

Project Category: Statewide Mobility

Length: 14.46

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$550,728,000

Description:

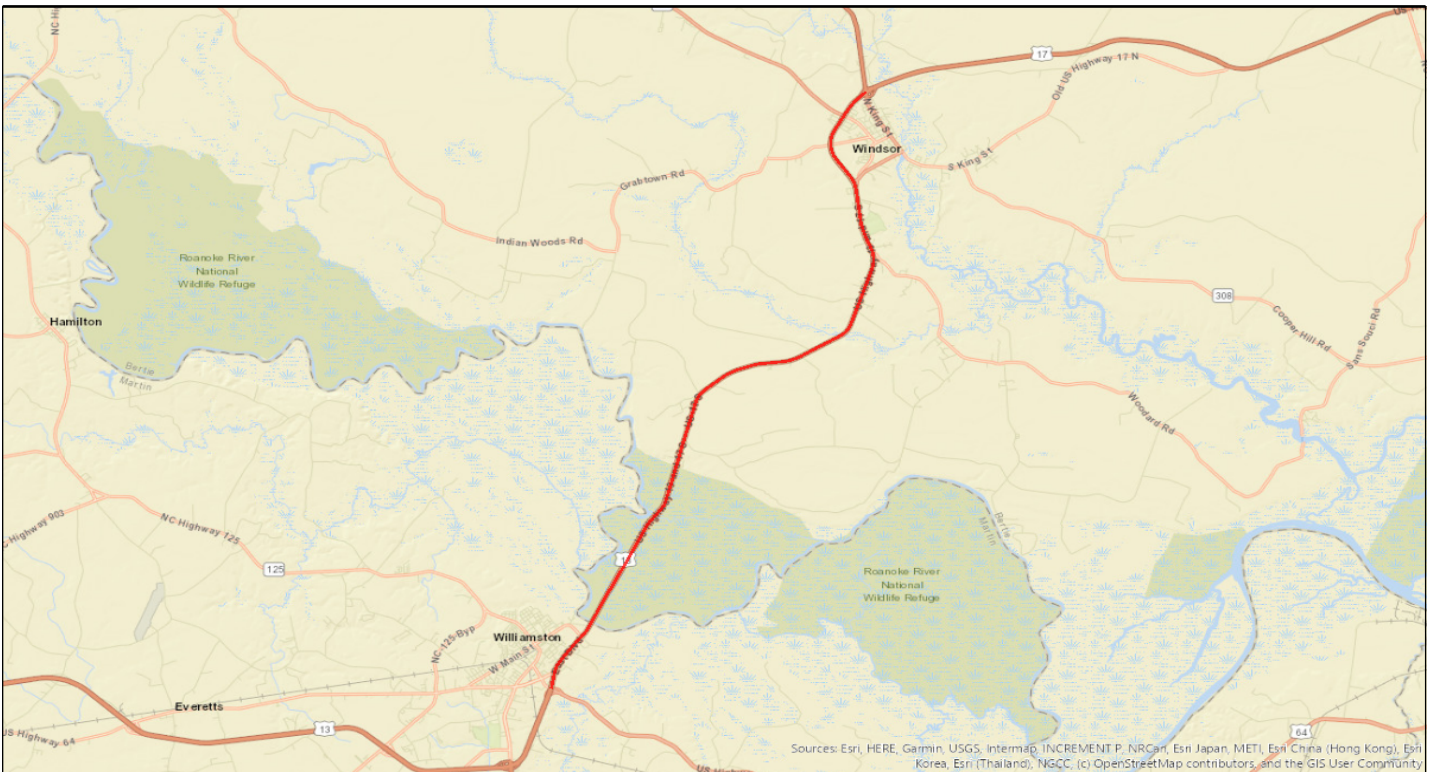
Upgrade roadway to Interstate. By improving the current major thoroughfare to an interstate, the project is intended to improve mobility, connectivity, as well as encouraging economic development. In conjunction with these improvements, the safety along the corridor should increase as access is more appropriately managed.

Division(s): Division 1

County(s): Bertie, Martin

MPOS(s)/RPO(s): Peanut Belt RPO, Mid-East RPO

Project Location



I-87, US-17

SPOT ID: H141724

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%)	0.85	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%)	357	97.01
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,560.17	77.33
	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%)	32	82.03

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	55
Length (miles):	14.46
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	11,944.82
Volume (PADT):	12,412.77
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	57,162.14
Volume (PADT)/Capacity Ratio:	0.22
% Autos:	86%
% Trucks:	14%
Truck Volume (AADTT):	1,632.86
Total Crashes:	271
Crash Density (seg):	0.63
Crash Severity (seg):	3.4
Critical Crash Rate (seg):	0.44
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	Yes
Future Interstate Route?	Yes
Pavement Condition Rating:	53

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46'' Depressed Median) with Paved Shoulders
Speed Limit (mph):	45
Length (miles):	14.46
Facility Type:	Multi-Lane Highway
Access Control:	Limited
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:	Martin Co CTP 2018 Bertie Co CTP 2011
Submitted by:	Peanut Belt RPO
Original Submitter:	Peanut Belt 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 1	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
Peanut Belt RPO	90%	0	0
Mid-East RPO	10%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$496,128,000	Cost Estimation Tool
Right-of-Way Cost:	\$47,478,000	Cost Estimation Tool
Utilities Cost:	\$7,122,000	Cost Estimation Tool
Total Project Cost:	\$550,728,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$550,728,000	

Project Purpose and Identified Needs

Primary Purpose: To provide interstate facility for a portion of Future I-87 connecting Raleigh NC to Norfolk VA

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: H231419

Mode: Highway

Status: Submitted

NC-11

From/Cross Street: SR 1108 Littlefield Rd

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#: H-141004

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

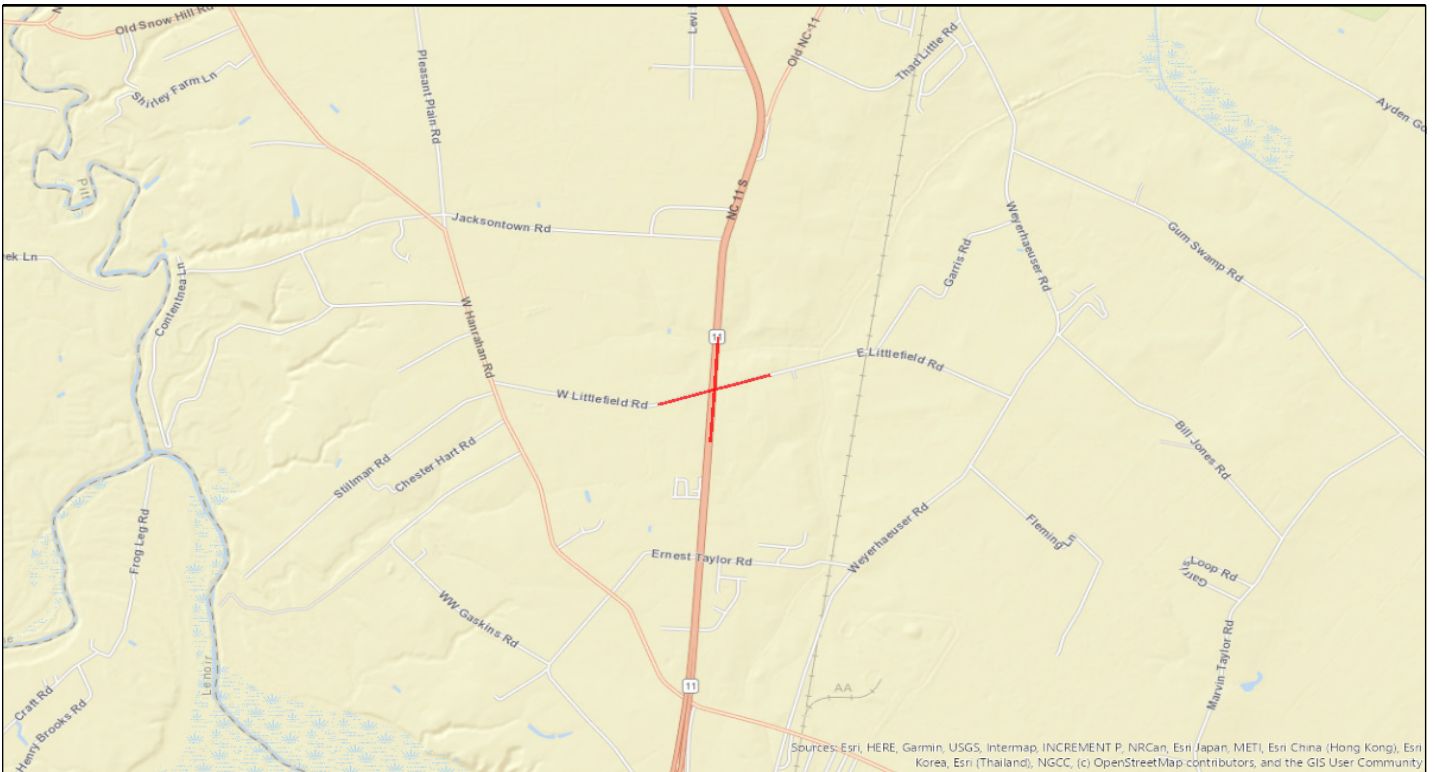
Convert existing signalized intersection to a RCI

Division(s): Division 2

County(s): Pitt

MPOS(s)/RPO(s): Greenville Urban Area MPO, Mid-East RPO

Project Location



NC-11

SPOT ID: H231419

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):	0.5
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):	27,771.99
Volume (PADT):	29,530.5
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	86,667.8
Volume (PADT)/Capacity Ratio:	0.34
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	1,521.91
Total Crashes:	28
Crash Density (seg):	1.7
Crash Severity (seg):	3.26
Critical Crash Rate (seg):	0.6
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	60
Length (miles):	0.5
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Pitt County
Submitted by:	Division 2
Original Submitter:	D2

* 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
Greenville Urban Area MPO	56%	0	0
Mid-East RPO	44%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	#Error	
Right-of-Way Cost:	#Error	
Utilities Cost:	#Error	
Total Project Cost:	#Error	
Other Funding:	\$0	None
Cost to NCDOT :	\$0	

Project Purpose and Identified Needs

Primary Purpose: Would make intersection safer by eliminating left turns out of side road.

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: H231221

Mode: Highway

Status: Submitted

NC- (11)

From/Cross Street: NC 148 (Felix Harvey Pkwy)

Specific Improvement Type: 3 - Upgrade Expressway to Freeway

To: NC 11 Bypass (South West Bypass)

Project Category: Regional Impact

Length: 28.13

TIP#: R-5815

Fully Funded in Draft STIP? No

Cost to NCDOT: \$644,460,000

Description:

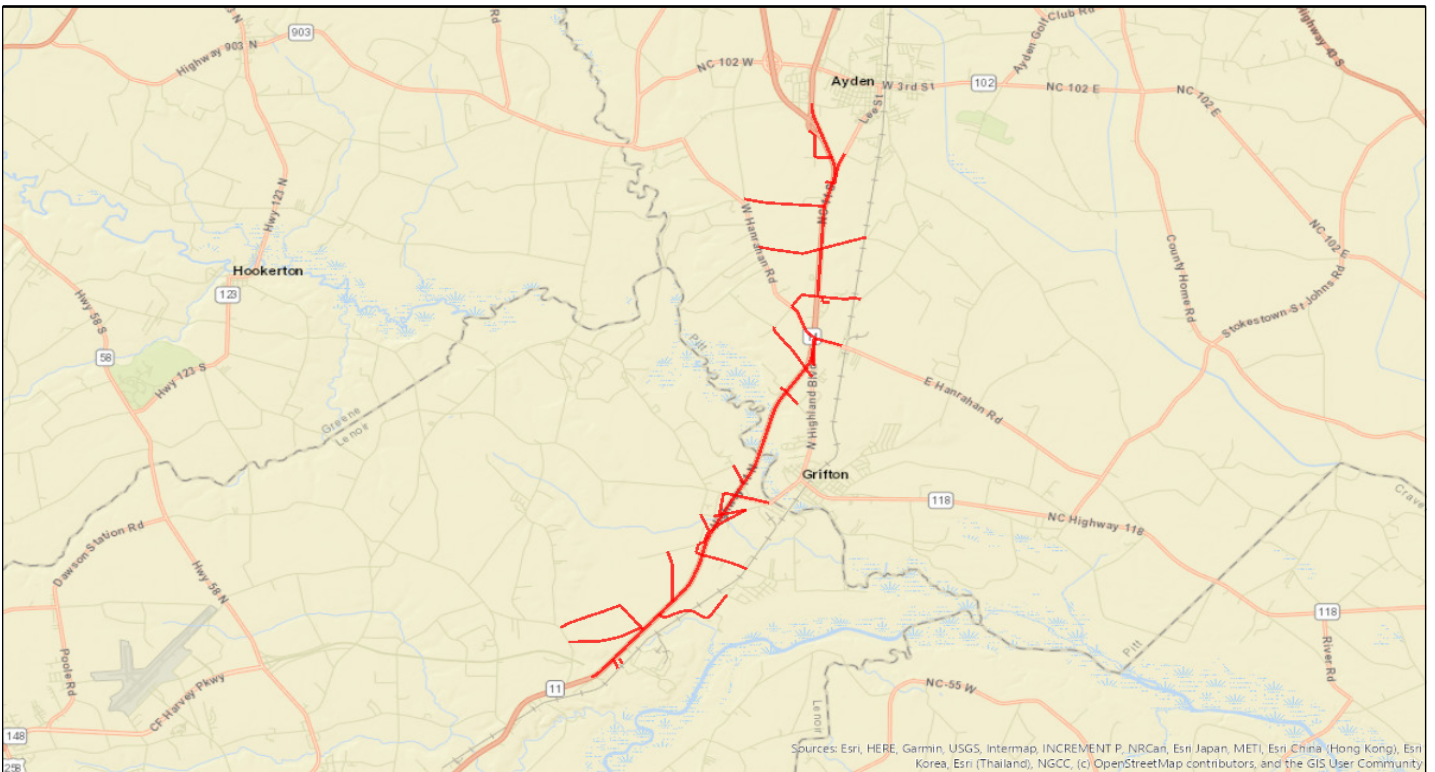
Upgrade Expressway to Freeway (some on new location)

Division(s): Division 2

County(s): Pitt, Lenoir

MPOS(s)/RPO(s): Eastern Carolina RPO, Mid-East RPO, Greenville Urban Area MPO

Project Location



NC- (11)

SPOT ID: H231221

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):	51
Length (miles):	28.13
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Local
Terrain Type:	Level
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	9,116.83
Volume (PADT):	9,685.15
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	36,253.29
Volume (PADT)/Capacity Ratio:	0.27
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	591.68
Total Crashes:	467
Crash Density (seg):	0.94
Crash Severity (seg):	2.45
Critical Crash Rate (seg):	0.28
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:	88

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (4' depressed Median) with Paved Shoulders
Speed Limit (mph):	65
Length (miles):	28.13
Facility Type:	Multi-Lane Highway
Access Control:	Full
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 2018
Submitted by:	Division 2
Original Submitter:	D2

* 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
Eastern Carolina RPO	49%	0	0
Mid-East RPO	30%	0	0
Greenville Urban Area MPO	21%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$527,242,000	Cost Estimation Tool
Right-of-Way Cost:	\$101,929,000	Cost Estimation Tool
Utilities Cost:	\$15,289,000	Cost Estimation Tool
Total Project Cost:	\$644,460,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$644,460,000	

Project Purpose and Identified Needs

Primary Purpose: This project would bring NC11 to Freeway standards connecting to two existing Freeways leading to the GTP in Kinston.

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.

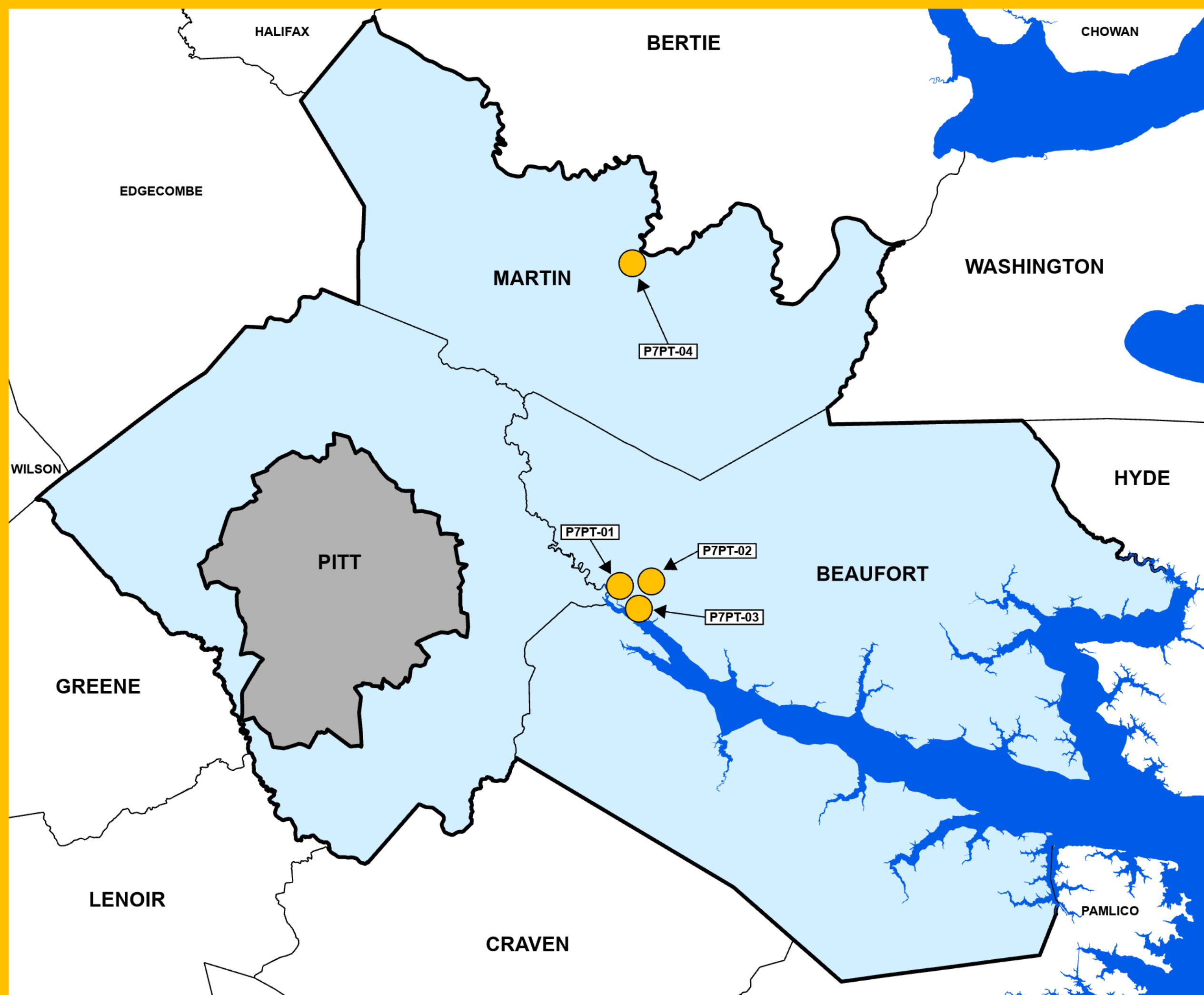
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PUBLIC TRANSIT

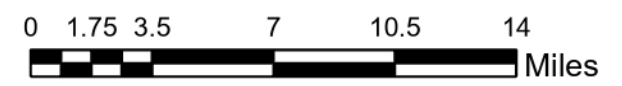
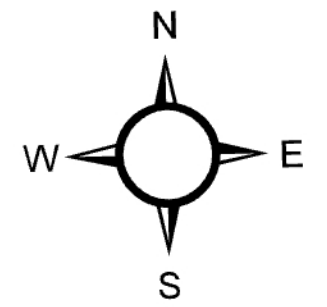
PUBLIC TRANSIT PROJECTS SUBMITTED IN PRIORITIZATION 7.0
MID-EAST RURAL PLANNING ORGANIZATION

PT	INTERNAL ID	SUBMITTAL TYPE	P7 SUBMITTER	SPOT ID	TIP	COUNTY	DIVISION	STIP REGION	RPO / MPO	OPERATOR	TRANSIT AGENCY	FUNDING CATEGORY	SIT	PROJECT DESCRIPTION	EST. SOURCE	EST. TOT	PAGE
P U B L I C T R A N S I T	P7PT-01	Holding Tank	Mid-East RPO	T130052	N/A	Beaufort	2	B	Mid-East RPO	Beaufort County Dev. Center	Beaufort Area Transit System	Division Needs	4 - Demand Response	Expansion Vehicle	BATS (P6 adjusted for inflation)	\$ 60,000.00	266
	P7PT-02	Holding Tank	Mid-East RPO	T171252	N/A	Beaufort	2	B	Mid-East RPO	Beaufort County Dev. Center	Beaufort Area Transit System	Division Needs	8 - Facility-Administrative	Construct new building to serve as the administration facility for Beaufort Area Transit System.	BATS (P6 adjusted for inflation)	\$ 300,000.00	270
	P7PT-03	Holding Tank	Mid-East RPO	T172112	N/A	Beaufort	2	B	Mid-East RPO	Beaufort County Dev. Center	Beaufort Area Transit System	Division Needs	9 - Facility Maintenance	Construct a covered maintenance shelter for vehicle maintenance and repairs including a wash area electricity water and a locked storage area.	BATS (P6 adjusted for inflation)	\$ 60,000.00	274
	P7PT-04	Holding Tank	Mid-East RPO	T172102	N/A	Martin	1	A	Mid-East RPO	Martin County Government	Martin County Transit	Division Needs	6 - Facility-Stop/Shelter	Install 8 bus stops with benches and shelters.	MCT (P6 adjusted for inflation)	\$ 60,000.00	278
NOTE: ALL PROJECTS LISTED ARE UNFUNDED AND ARE CURRENTLY BEING SCORED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. PROJECT DETAILS & COST ESTIMATES ARE SUBJECT TO CHANGE.															SUM	\$ 480,000.00	PT



MID-EAST RURAL PLANNING ORGANIZATION
PRIORITIZATION 7.0 PUBLIC TRANSIT PROJECTS

INTERNAL ID	SPOT ID	TRANSIT AGENCY	SIT	PROJECT DESCRIPTION
P7PT-01	T130052	Beaufort Area Transit System	4 - Demand Response	Expansion Vehicle
P7PT-02	T171252	Beaufort Area Transit System	8 - Facility-Administrative	Construct new building to serve as the administration facility for Beaufort Area Transit System.
P7PT-03	T172112	Beaufort Area Transit System	9 - Facility Maintenance	Construct a covered maintenance shelter for vehicle maintenance and repairs including a wash area electricity water and a locked storage area.
P7PT-04	T172102	Martin County Transit	6 - Facility-Stop/Shelter	Install 8 bus stops with benches and shelters.





NCDOT Prioritization 7.0 Project Summary

SPOT ID: T130052

Mode: Public Transit

Status: Submitted

Beaufort Area Transit System - Expansion Vehicle

Location: Beaufort County

Specific Improvement Type: 4 - Demand Response

Project Category: Division Needs

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$60,000

Description:

Expansion vehicle

Division(s) : Division 2

County(s) : Beaufort

MPO(s)/RPO(s) : Mid-East RPO

Project Location



Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Impact	Number of Trips Affected by Project (100%)	0	0
Demand/Density	Hours Per Capita Serviced (100%)	0	0
Efficiency	Utilization Ratio (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data

Data:

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
Type of Vehicle:	
Number of Vehicles Requested for Project:	0
Vehicles used for Complementary ADA:	No
Transit System Legal Name:	Beaufort County Developmental Center, Inc.
Contact Person:	Rhonda Suggs
Contact Phone Number:	(252) 946-5778
Contact Email Address:	rsuggs@bcdcsolutions.org
State Share:	10
Local Share:	10
Federal Share:	0
Other Share:	0
Additional Annual Trips:	0
Additional Annual Hours:	0
Existing Annual Hours for System:	0
Vehicle Utilization Ratio:	0
Lifespan of Project:	0
Service Area Population:	0
Project Sponsor (Organization):	Beaufort Area Transit
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$60,000
Total Project Cost (including PE/Design) - used for required match:	\$60,000
Total Project Cost (without PE/Design) - used for scoring:	\$60,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$60,000
Source of Cost Estimation:	Beaufort Area Transit System

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
Mid-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 mobility. Goal is to provide safe reliable effective accessible transportation at an affordable cost. BATS provides 5 demand response daily routes in Beaufort County. Other daily routes include dialysis medicals senior trips blind center trips employment trips and RGP’s. Future hour & trip growth was estimated based on average annual growth in trips from 2012 - 2016 (-2%) and average annual growth in hours from 2012 - 2016 (+12%). The annual result was multiplied by 10 for 10 yr growth.

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: T171252

Mode: Public Transit

Status: Submitted

Beaufort Area Transit System Administrative Office - Brick

Location: Beaufort County

Specific Improvement Type: 8 - Facility - Administrative

Project Category: Division Needs

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$300,000

Description:

Construct a 2560 square foot brick building to serve as the administration facility for Beaufort Area Transit System.

Division(s) : Division 2

County(s) : Beaufort

MPO(s)/RPO(s) : Mid-East RPO

Project Location



Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Impact	Number of Trips Affected by Project (100%)	0	0
Demand/Density	Ridership Growth Trend for the Previous 5 Years (100%)	0	0
Efficiency	Efficiency Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data

Data:

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
New Facility or Expansion of Existing	
Transit System Legal Name:	Beaufort County Developmental Center, Inc.
Contact Person:	Rhonda Suggs
Contact Phone Number:	(252) 946-5778
Contact Email Address:	rsuggs@bcdcsolutions.org
State Share:	10
Local Share:	10
Federal Share:	0
Other Share:	0
Existing Annual Trips at Facility:	0
Additional Annual Trips:	0
Total Annual Trips (With Project):	0
Total Square Footage of Facility with Project:	0
Total FTE of Facility with Project:	0
# Vehicles at Facility with Project:	0
# Bays at Facility with Project:	0
Lifespan of Project:	0
Service Area Population:	0
System Ridership 2012:	0
System Ridership 2013:	0
System Ridership 2014:	0

System Ridership 2015:	0
System Ridership 2016:	0
Number of Stops / Shelters Requested for Project:	0
Number of Park and Ride Lots Requested for Project:	0
Total Number of Park and Ride Spaces Requested for Project:	0
Project Sponsor (Organization):	Beaufort Area Transit
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$300,000
Total Project Cost (including PE/Design) - used for required match:	\$300,000
Total Project Cost (without PE/Design) - used for scoring:	\$300,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$300,000
Source of Cost Estimation:	Beaufort Area Transit System

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
Mid-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: Increase Revenue. Future trip growth was based on 29000 trips per year (FY 16-17 data) and steps in submittal guidance for administrative facility additional trip values were followed.

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: T172112

Mode: Public Transit

Status: Submitted

Beaufort Area Transit System Maintenance Facility

Location: Beaufort County

Specific Improvement Type: 9 - Facility - Maintenance

Project Category: Division Needs

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$60,000

Description:

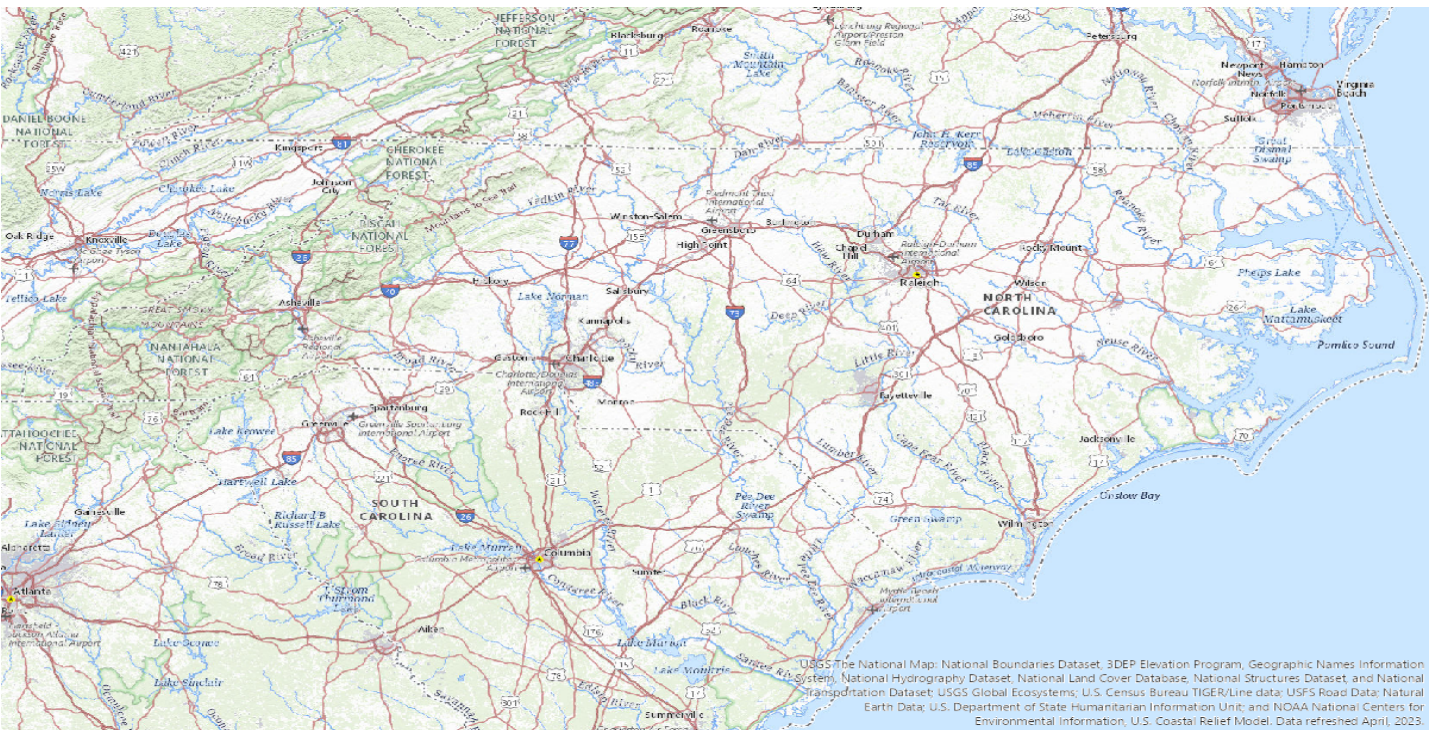
Construct a covered maintenance shelter for vehicle maintenance and repairs including a wash area electricity water and a locked storage area.

Division(s) : Division 2

County(s) : Beaufort

MPO(s)/RPO(s) : Mid-East RPO

Project Location



Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Impact	Number of Trips Affected by Project (100%)	0	0
Demand/Density	Ridership Growth Trend for the Previous 5 Years (100%)	0	0
Efficiency	Efficiency Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data

Data:

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
New Facility or Expansion of Existing	
Transit System Legal Name:	Beaufort County Developmental Center, Inc.
Contact Person:	Rhonda Suggs
Contact Phone Number:	(252) 946-5778
Contact Email Address:	rsuggs@bcdcsolutions.org
State Share:	10
Local Share:	10
Federal Share:	0
Other Share:	0
Existing Annual Trips at Facility:	0
Additional Annual Trips:	0
Total Annual Trips (With Project):	0
Total Square Footage of Facility with Project:	0
Total FTE of Facility with Project:	0
# Vehicles at Facility with Project:	0
# Bays at Facility with Project:	0
Lifespan of Project:	0
Service Area Population:	0
System Ridership 2012:	0
System Ridership 2013:	0
System Ridership 2014:	0

System Ridership 2015:	0
System Ridership 2016:	0
Number of Stops / Shelters Requested for Project:	0
Number of Park and Ride Lots Requested for Project:	0
Total Number of Park and Ride Spaces Requested for Project:	0
Project Sponsor (Organization):	Beaufort Area Transit
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$60,000
Total Project Cost (including PE/Design) - used for required match:	\$60,000
Total Project Cost (without PE/Design) - used for scoring:	\$60,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$60,000
Source of Cost Estimation:	Beaufort Area Transit System

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
Mid-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 service delivery. Future trips were based on 29000 trips per year (FY 16-17 data) and the instructions for maintenance facility additional trips in the submittal guidance was followed.

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: T172104

Mode: Public Transit

Status: Submitted

Martin County Transit Bus Stops

Location: Martin County. Locations: Walmart Piggly Wiggly Downtown Roanoke Landing Food Lion MC Farmer's Market in Williamston and Food Lion Downtown in Robersonville.

Specific Improvement Type: 6 - Facility - Stop/Shelter

Project Category: Division Needs

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$60,000

Description:

Install 8 bus stops with benches and shelters.

Division(s) : Division 1

County(s) : Martin

MPO(s)/RPO(s) : Mid-East RPO

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
Impact	Number of Trips Affected by Project (100%)	0	0
Demand/Density	Ridership Growth Trend for the Previous 5 Years (100%)	0	0
Efficiency	Efficiency Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data

Data:

Project Local ID:	
Included in Plan?	No
Name and Year of Plan:	
New Facility or Expansion of Existing	
Transit System Legal Name:	Martin County
Contact Person:	Angela Ellis
Contact Phone Number:	(252) 789-4400
Contact Email Address:	angela.ellis@martincountyncgov.com
State Share:	10
Local Share:	10
Federal Share:	0
Other Share:	0
Existing Annual Trips at Facility:	0
Additional Annual Trips:	0
Total Annual Trips (With Project):	0
Total Square Footage of Facility with Project:	0
Total FTE of Facility with Project:	0
# Vehicles at Facility with Project:	0
# Bays at Facility with Project:	0
Lifespan of Project:	0
Service Area Population:	0
System Ridership 2012:	0
System Ridership 2013:	0
System Ridership 2014:	0

System Ridership 2015:	0
System Ridership 2016:	0
Number of Stops / Shelters Requested for Project:	0
Number of Park and Ride Lots Requested for Project:	0
Total Number of Park and Ride Spaces Requested for Project:	0
Project Sponsor (Organization):	Martin County Transit
Submitted by:	Mid-East RPO
Original Submitter:	Mid-East RPO

Project Cost:

Preliminary Engineering / Design Cost:	\$0
Right-of-Way Cost:	\$0
Utilities Cost:	\$0
Construction Cost:	\$60,000
Total Project Cost (including PE/Deign) - used for required match:	\$60,000
Total Project Cost (without PE/Design) - used for scoring:	\$60,000
Other Funding:	\$0
Other Funding Source(s):	
Cost to NCDOT:	\$60,000
Source of Cost Estimation:	Martin County Transit

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	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
Mid-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 Service Delivery. Trips have been declining by an avg of -8% per year from 2012-2016. This project hopes to reverse that trend. Research shows that bus stop accommodations increase ridership. A modest 2% annual growth rate is assumed for the 10 year growth projection as a result of the bus stop projects.

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.

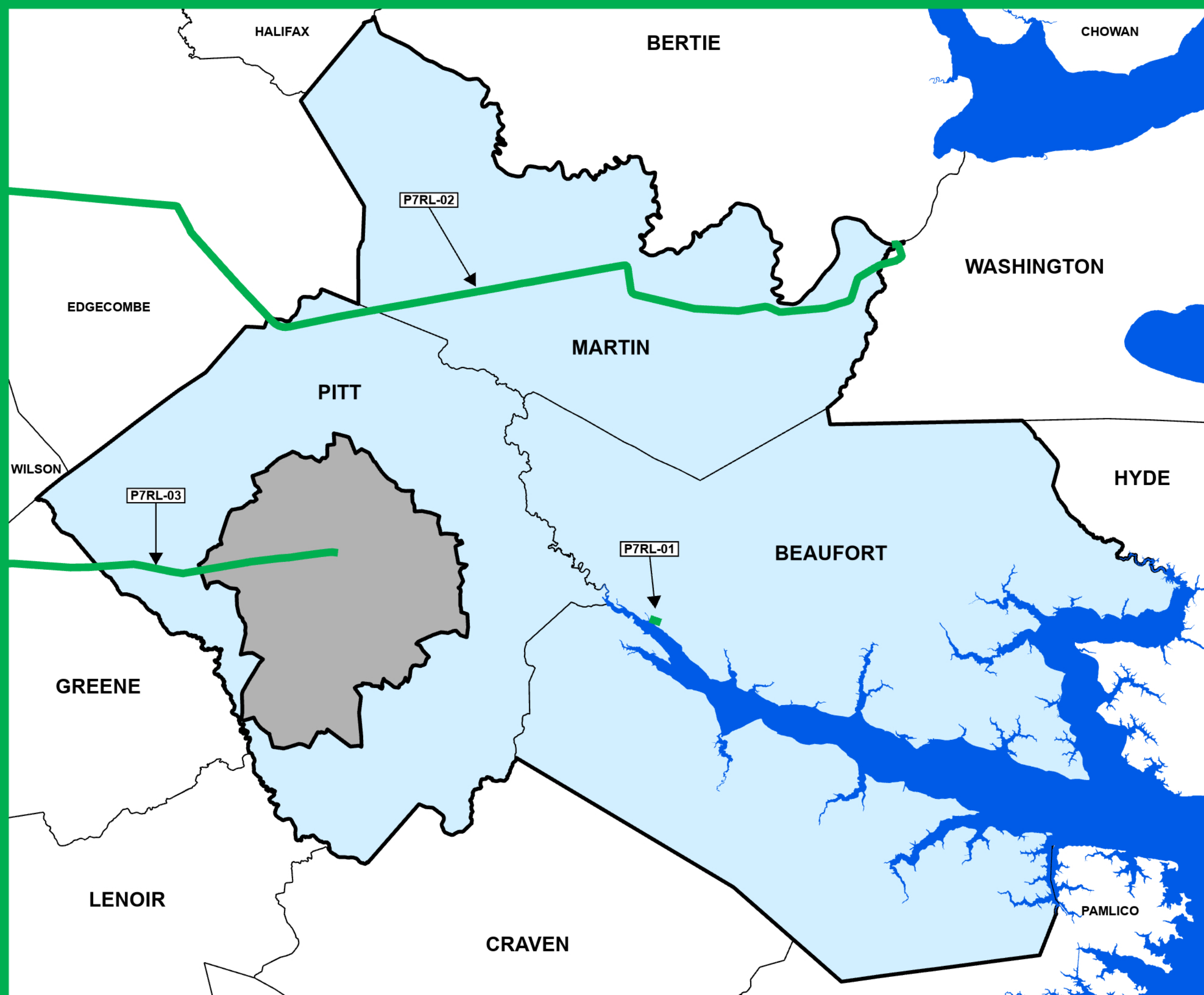
RL



RAIL

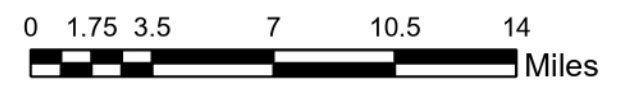
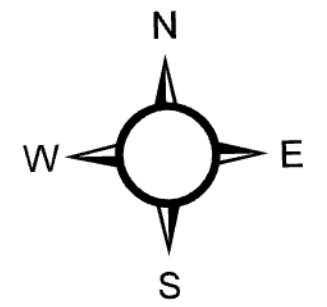
RAIL PROJECTS SUBMITTED IN PRIORITIZATION 7.0
MID-EAST RURAL PLANNING ORGANIZATION

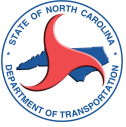
RL	INTERNAL ID	SUBMITTAL TYPE	P7 SUBMITTER	SPOT ID	TIP	COUNTY(S)	MUNICIPALITY(S)	DIVISION(S)	STIP REGION(S)	RPO(S) / MPO(S)	OWNER(S)	OPERATOR(S)	FUNDING CATEGORY	SIT	FROM	TO	PROJECT DESCRIPTION	EST. SOURCE	EST. TOT	PAGE	
RAIL	P7RL-01	New	Mid-East RPO	R231444	N/A	Beaufort	Washington, Washington Park	2	B	Mid-East RPO	Norfolk Southern (NS)	Carolina Coastal Railway (CLNA)	Statewide Mobility	1 - Freight Rail Infrastructure Improvements or Construction (Point)	NS 25.36	NS 25.52	Replace deteriorated rail bridge over Runyon Creek in Beaufort County.	Not Available	N/A	285	
	P7RL-02	New	Mid-East RPO	R231453	N/A	Multiple	Multiple	1, 4	A	Mid-East RPO, Upper Coastal Plain RPO, Albemarle RPO	CSX AB Line, CSX ABC Line	CSX	Statewide Mobility	7 - Corridor Modernization (Line)	AB 121.1, ABC 135.24	AB 135.24, ABC186.5	Replacement of legacy signal crossing controllers (PMD-1s & 2s) on the Tarboro Sub from Rocky Mount (AB-121.1) to Tarboro (AB/ABC-135.24) to Plymouth (ABC-186.5) by upgrading to the most current PMD units at approximately 9 locations.	Not Available	N/A	289	
	P7RL-03	New	Mid-East RPO	R231461	N/A	Multiple	Multiple	2, 4, 5	A, B, C	Mid-East RPO, Capital Area MPO, Upper Coastal Plain RPO, Eastern Carolina RPO, Greenville MPO	Norfolk Southern (NS)	Multiple	Statewide Mobility	5 - PAX Service	Greenville	Raleigh	Upgrade Rail Infrastructure to support new passenger service from Greenville to Raleigh via Wilson on the NS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day.	Not Available	N/A	293	
NOTE: ALL PROJECTS LISTED ARE UNFUNDED AND ARE CURRENTLY BEING SCORED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. PROJECT DETAILS & COST ESTIMATES ARE SUBJECT TO CHANGE.																		SUM	\$	-	RL



MID-EAST RURAL PLANNING ORGANIZATION
PRIORITIZATION 7.0 RAIL PROJECTS

INTERNAL ID	SPOT ID	OWNER(S)	OPERATOR(S)	SIT	PROJECT DESCRIPTION
P7RL-01	R231444	Norfolk Southern (NS)	Carolina Coastal Railway (CLNA)	1 - Freight Rail Infrastructure Improvements or Construction (Point)	Replace deteriorated rail bridge over Runyon Creek in Beaufort County.
P7RL-02	R231453	CSX AB Line, CSX ABC Line	CSX	7 - Corridor Modernization (Line)	Replacement of legacy signal crossing controllers (PMD-1s & 2s) on the Tarboro Sub from Rocky Mount (AB-121.1) to Tarboro (AB/ABC-135.24) to Plymouth (ABC-186.5) by upgrading to the most current PMD units at approximately 9 locations.
P7RL-03	R231461	Norfolk Southern (NS)	Multiple	5 - PAX Service	Upgrade Rail Infrastructure to support new passenger service from Greenville to Raleigh via Wilson on the NS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day.





NCDOT Prioritization 7.0 Project Summary

SPOT ID: R231444

Mode: Rail

Status: Submitted

OP: Carolina Coastal Railway (CLNA) | BR: Norfolk Southern (NS)

Location: Owner: NS
Operator: CLNA
Type: Bridge
Location: NS 25.36 to NS 25.52 over Runyon Creek (Beaufort County)
Major Connections: CSX Lines, NS Line

Specific Improvement Type: 2 - Freight rail facility improvement or construction (point)
Project Category: Statewide Mobility
TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

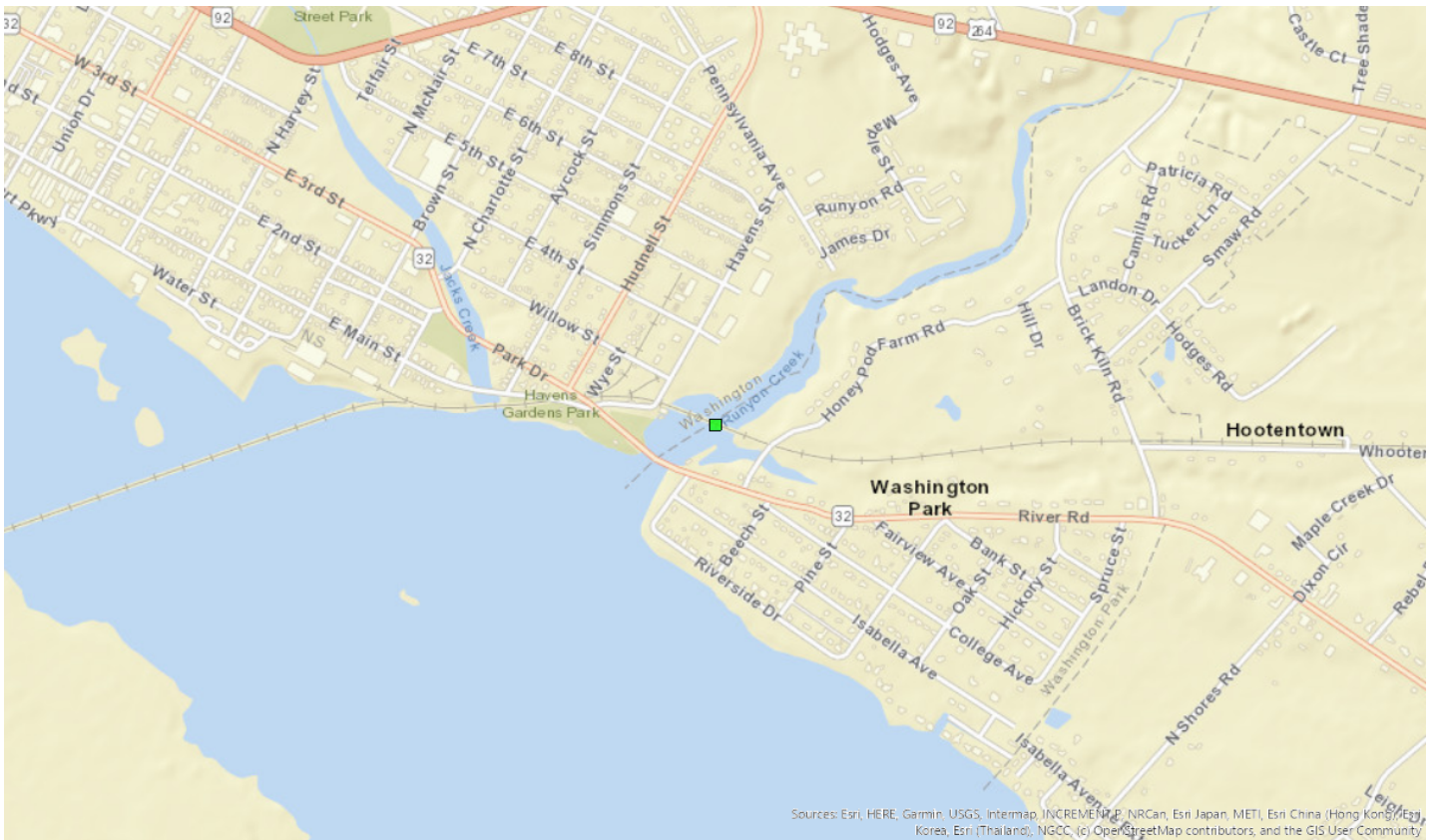
Replace deteriorated rail bridge over Runyon Creek in Beaufort County, NS 25.36 to NS 25.52.

Division(s) : Division 2

County(s) : Beaufort

MPO(s)/RPO(s) : Mid-East RPO

Project Location



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

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:	Norfolk Southern (NS)
Rail Operator:	Carolina Coastal Railway (CLNA)
Submitted by:	Mid-East RPO
Original Submitter:	Mid-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:	Not Available

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
Mid-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: Existing rail bridge over Runyon Creek is aged, and partially collapsed several years ago during crossing. Replacement of bridge would mitigate safety issues and provide reliable crossing for locomotives.

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: R231453

Mode: Rail

Status: Submitted

OP: CSX | **BR:** CSX AB, CSX ABC

Location: Owner: CSX AB Line, CSX ABC Line
Operator: CSX
From: AB 121.1, ABC 135.24
To: AB 135.24, ABC 186.5

Specific Improvement Type: 7 - Corridor modernization (line)
Project Category: Statewide Mobility
TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

Replacement of legacy signal crossing controllers (PMD-1s & 2s) on the Tarboro Sub from Rocky Mount (AB-121.1) to Tarboro (AB/ABC-135.24) to Plymouth (ABC-186.5) by upgrading to the most current PMD units at approximately 9 locations.

Division(s) : Division 1, Division 4, Division 2

County(s) : Martin, Edgecombe, Pitt, Washington

MPO(s)/RPO(s) : Mid-East RPO, Upper Coastal Plain RPO, Rocky Mount Urban 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?	No
Name and Year of Plan:	
Right-of-Way Owner:	CSX AB Line, CSX ABC Line
Rail Operator:	CSX
Submitted by:	Mid-East RPO
Original Submitter:	Mid-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:	Not Available

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
Division 1	54	0	0
Division 4	36	0	0
Division 2	10	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Mid-East RPO	64	0	0
Upper Coastal Plain RPO	24	0	0
Rocky Mount Urban Area MPO	11	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Modernization & Safety. This motion detector signal equipment will improve highway-rail at-grade crossing operations 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: R231461

Mode: Rail

Status: Submitted

OP: Multiple | BR: Norfolk Southern (NS)

Location: Owner: Norfolk Southern (NS)
Operator: Multiple
From: Greenville
To Raleigh

Specific Improvement Type: 5 - Passenger rail service (line)
Project Category: Statewide Mobility
TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

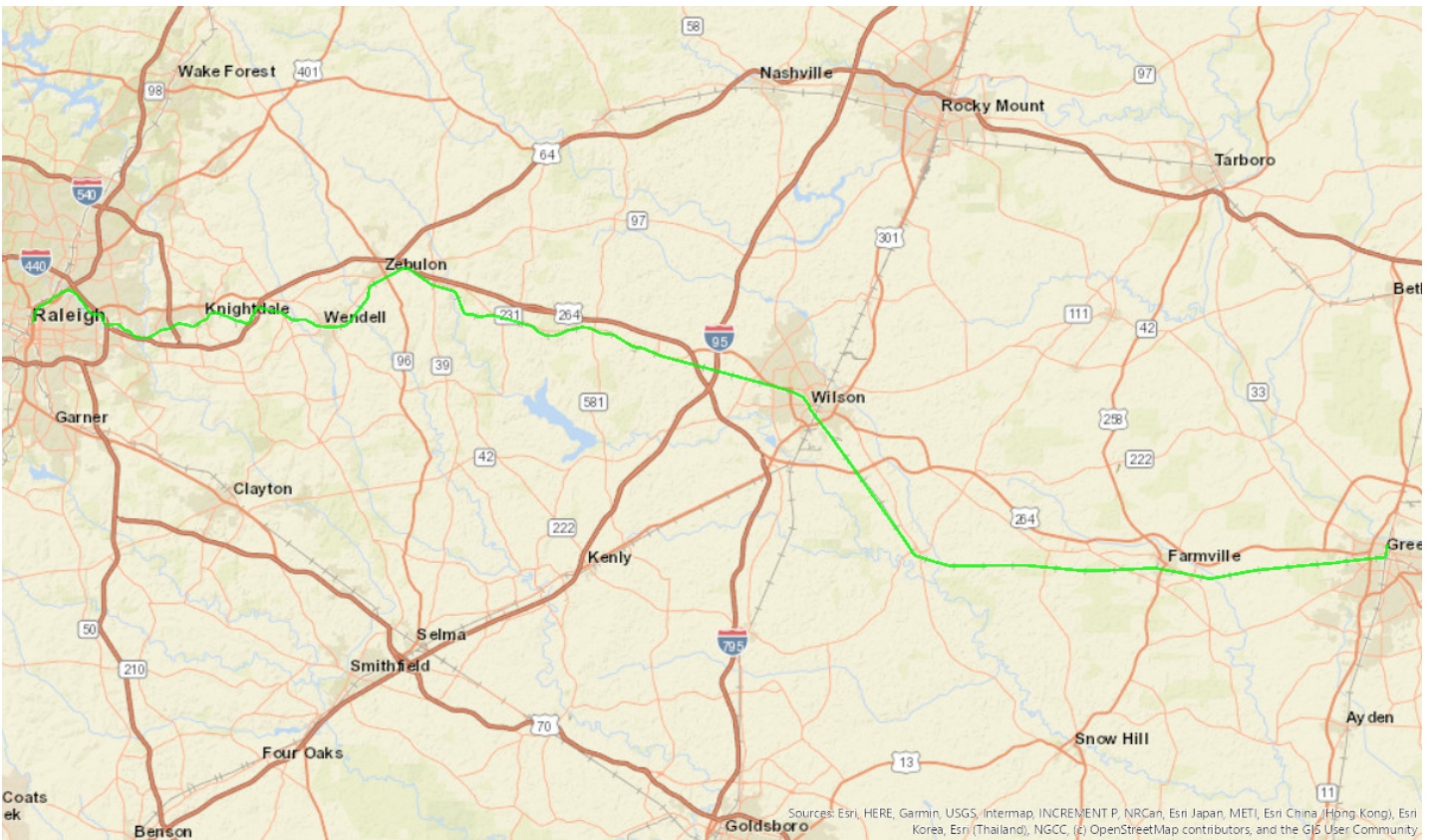
Upgrade rail infrastructure to support new passenger service from Greenville to Raleigh via Wilson on the NS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day.

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

County(s) : Wake, Wilson, Pitt, Nash

MPO(s)/RPO(s) : Upper Coastal Plain RPO, Capital Area MPO, Greenville Urban 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?	No
Name and Year of Plan:	
Right-of-Way Owner:	Norfolk Southern (NS)
Rail Operator:	Multiple
Submitted by:	Mid-East RPO
Original Submitter:	Mid-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:	Not Available

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
Division 4	40	0	0
Division 5	32	0	0
Division 2	28	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Upper Coastal Plain RPO	57	0	0
Capital Area MPO	33	0	0
Greenville Urban Area MPO	11	0	0
Total MPO/RPO Points	100%	0	0

Project Purpose and Identified Needs

Primary Purpose: Project would provide passenger rail service from Greenville to Raleigh. This would improve mobility and economic competitiveness.

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.