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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING

Wednesday, March 4, 2015, at 9:30 a.m.
Greenville City Hall, Room # 337
Actions to be taken in bold italics

1) Approval of Agenda; ***approve***
a) Chair to read aloud Ethics Awareness and Conflict of Interest reminder

2) Approval of Minutes of November 4, 2014, Meeting (Attachment 1); ***approve***

3) Election of Chairperson and Vice-Chairperson; ***conduct election***
- Current Chair - Mayor Allen Thomas
- Current Vice Chair - Mayor Steve Tripp

4) Public Comment Period

5) New Business / Action Items:

a) Draft 2016-2025 STIP ***Discuss*** (Attachment 5a) p 8

b) Potential new projects and modification to existing projects seeking Federal funding; Timeline for NCDOT's next cycle of project prioritization. ***Discuss*** (Attachment 5b) p. 26

c) Amendment to 2012-2018 Transportation Improvement Program (TIP) to add the following projects--U-5730, U-5785, and U-5870. (Attachment 5c) – Resolution No. 2015-01-GUAMPO; ***recommended for TAC adoption*** p 32

d) Draft Strategic Transportation Corridors Policy and Map Attachment 5d ***Discuss*** p 34

e) Pitt County commuting patterns (snapshot from April 2014) using cell phone data 38

f) Presentation by Stephen Lowry, PE, Safety Improvement Engineer, NCDOT.

6) Any other discussion items
a) Reminder to fill out your 2015 Ethics Forms by April 15, 2015: http://www.ethicscommission.nc.gov/
b) NCDOT announces STIP Public Information Sessions
- To inform the public about the STIP and the process to create it

7) 2015 MPO Meeting Schedule (all at Greenville City Hall, Room 337, at 1:30pm) (call in: 252-439-4937)
- TCC Feb 11, May 12, Aug 12, Nov 10
- TAC Mar 4, May 27, Aug 25, Nov 19

8) Adjourn

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

U.S. Department of Justice regulations, 28 Code of Federal Regulations, Section 42.405, Public Dissemination of Title VI Information, require recipients of Federal financial assistance to publish or broadcast program information in the news media. Advertisements must state that the program is an equal opportunity program and/or indicate that Federal law prohibits discrimination. Additionally, reasonable steps shall be

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taken to publish information in languages understood by the population eligible to be served or likely to be directly affected by transportation projects.

The Greenville Urban Area MPO hereby gives public notice that it's the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, Executive Order 13166 *Improving Access to Services for Persons with Limited English Proficiency*, and related nondiscrimination statutes and regulations in all programs and services. It is the MPO's policy that no person in the United States shall, on the grounds of race, color, sex, age, income status, national origin, or disabilities be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program, activities, or services for which the MPO receives Federal financial assistance.

Any person who believes they have been mistreated by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the Greenville Urban Area MPO. Any such complaint must be in writing or in person to the City of Greenville, Public Works--Engineering, MPO Title VI Coordinator, 1500 Beatty St, Greenville, NC 27834, within one hundred eighty (180) days following the date of the alleged discrimination occurrence. Title VI Discrimination Complaint forms may be obtained from the above address at no cost, or via internet at www.greenvillenc.gov.

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PUBLICA

El Departamento de Justicia de regulaciones de EU, Código 28 de Regulaciones Federales, Sección 42.405, Difusión Pública del Título VI de la información, exigen que el beneficiario de la ayuda financiera del gobierno federal publique o difunda la información del programa a los medios de comunicación. Los anuncios deben indicar que el programa es un programa de igualdad de oportunidades y / o indicar que la ley federal prohíbe la discriminación. Además, deben tomarse pasos razonables para publicar la información en los idiomas de la población a la cual servirán, o que puedan ser directamente afectadas por los proyectos de transporte.

La Organización Metropolitana de Planificación de Greenville (Greenville Urban Area MPO) notifica públicamente que es política del MPO asegurar el pleno cumplimiento del Título VI del Acta de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, la Orden Ejecutiva 12898 Dirección Federal de Acciones para la Justicia Ambiental en Poblaciones minoritarias y poblaciones de bajos ingresos, la Orden Ejecutiva 13166 Mejorar el acceso a los Servicios para Personas con Inglés Limitado, y de los estatutos y reglamentos relacionados con la no discriminación en todos los programas y servicios. El MPO está comprometido a ofrecer oportunidades de participación significativa en sus programas, servicios y actividades a las minorias, poblaciones de bajos recursos y personas que no dominan bien el idioma Inglés. Además, reconocemos la necesidad de evaluar el potencial de impactos a estos grupos a través del proceso de toma de decisiones, así como la obligación de evitar, minimizar y mitigar impactos adversos en los que son desproporcionadamente altos. Es política del MPO que ninguna persona en los Estados Unidos, por motivos de raza, color, sexo, edad, nivel de ingresos, origen nacional o discapacidad sea excluido de la participación en, sea negado los beneficios de, o sea de otra manera sujeto a discriminación bajo cualquier programa, actividades o servicios para los que el MPO recibe asistencia financiera federal.

Cualquier persona que crea haber sido maltratada por una práctica discriminatoria ilegal en virtud del Título VI tiene derecho a presentar una queja formal con NCDOT. Cualquier queja debe ser por escrito o en persona con el Ciudad de Greenville, Public Works--Engineering, MPO Title VI Coordinator, 1500 Beatty St, Greenville, NC 27834, dentro de los ciento ochenta (180) días siguientes a la fecha en que ocurrió la supuesta discriminación. Los formatos de quejas por discriminación del Título VI pueden obtenerse en la Oficina de Public Works sin costo alguno o, o a través de Internet en www.greenvillenc.gov.

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NORTH CAROLINA STATE ETHICS COMMISSION

SAMPLE[1]

ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

(to be read by the Chair or his or her designee at the beginning of each meeting)

In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid conflicts of interest.

Does any [Board] member have any known conflict of interest with respect to any matters coming before the [Board] today?

If so, please identify the conflict and refrain from any participation in the particular matter involved.

Rev 12-13-12

[1] N.C.G.S. §138A-15 (e): "At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest under [Chapter 138A]." There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.

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Attachment 1
Transportation Advisory Committee

Action Required February 24, 2015

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Minutes from November 18, 2014 TAC meeting

Purpose: Review and approve the minutes from the previous TAC meeting.

Discussion: The draft minutes of the November 18, 2014 TAC meeting are included as Attachment 1 in the agenda package for review and approval by the TAC.

Action Needed: Adoption of November 18, 2014 TAC meeting minutes.

Attachments: November 18, 2014 TAC meeting minutes.

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES
November 18, 2014

Members of the Transportation Advisory Committee met on the above date 1:30 p.m. in the City Hall Conference Room 337. Mayor Allen Thomas, Chairperson, called the meeting to order. The following attended the meeting:

Mayor Allen Thomas, City of Greenville
Mayor Doug Jackson, Town of Winterville
Mr. Jimmy Garris, Pitt County
Mayor Steve Tripp, Town of Ayden

TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

Mr. Alan Lilley, Town of Winterville
Mr. James Rhodes, Pitt County
Mr. Reza Jafari, NCDOT-TPB
Mr. Jeff Cabaniss, NCDOT Div 2
Mr. Merrill Flood, City of Greenville
Mr. Brandon Holland, Town of Ayden

OTHERS PRESENT:

Mr. Behshad Norowzi, NCDOT-TPB
Mr. Daryl Vreeland, City of Greenville
Ms. Amanda Braddy, City of Greenville
Mr. Chris Padgett, City of Greenville

I. APPROVAL OF AGENDA

A motion was made by Mayor Tripp to approve the agenda as presented. The motion was seconded by Commissioner Garris and passed unanimously.

II. MINUTES

A motion was made by Commissioner Garris to approve the minutes of the August 5, 2014 and as presented. Mayor Tripp seconded the motion and the motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no public comments.

IV. NEW BUSINESS / ACTION ITEMS

A. New 2014 Prospectus

Mr. Vreeland began by explaining the prospectus is a reference document for transportation planning staff. Its purpose is to provide sufficiently detailed descriptions of work tasks to assure staff and agencies responsible for doing the work understand what needs to be done, how it is done, and who does it.

The new draft prospectus will allow MPO staff to make changes to the PWP task codes to match the Prospectus. This update to task codes simplifies the billing structure by reducing the number of task codes from 44 to 20, and modernized the

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terminology keeping with current practices of transportation planning. The recent MAP-21 transportation legislation includes additional requirements and planning emphasis areas that are addressed in the new Prospectus as well.

A motion was made by Mayor Tripp to approve the new 2014 Prospectus as presented. The motion was seconded by Commissioner Garris and passed unanimously.

B. Self-Certification of Greenville Urban Area MPO Transportation Planning Process for FY16

Mr. Vreeland stated the Greenville Urban Area population is under 200,000 which allows the MPO to "self-certify" the Transportation Planning process. In addition, it is necessary for the TAC to adopt a resolution certifying the planning process is in compliance with all applicable regulations.

A motion was made by Commissioner Garris to approve the self-certification planning process for FY16. A second was made by Mayor Jackson. The motion passed unanimously.

C. 2015-2016 Planning Work Program

Mr. Vreeland explained the proposed Planning Work Program (PWP) for the PL-funded planning activities was developed from information provided by representatives of the MPO's participating communities and NCDOT's Transportation Planning Branch regarding their State Planning and Research activities and budget. Special studies anticipated in the 2015-2016 period include:

- Combined bicycle/pedestrian/greenway master plan
- Community Transportation Plan for the Pitt Area Transit System (PATS)
- Pitt County – SW Bypass corridor/small area plan (Transportation Element only)

NCDOT has also requested a 5-year work plan be submitted and updated to keep abreast of long-range planning issues. Mr. Vreeland also noted the PWP has been reformatted for FY15-16 in keeping with the new prospectus format.

Mayor Tripp asked what the intent of Scope of Work for the SW Bypass corridor study. Mr. Rhodes responded this study would identify any land use plan changes or other upgrades to the transportation elements in the area of the proposed corridor for the new bypass. Mayor Tripp asked if an outside consulting firm would be utilized to conduct the study or Pitt County would conduct the study. Mr. Rhodes commented it was undecided at this time; however, some additional review of land use changes needs to be reviewed. Mayor Tripp requested the Town of Ayden be included in any development plans for the study.

A motion was made by Commissioner Garris to accept the Planning Work Program as presented. The motion was seconded by Mayor Jackson and passed unanimously.

D. Amendment to 2012-2018 Transportation Improvement Program (TIP) to modify the following projects – B5100; EB-5539; and U-5606

Mr. Vreeland informed the group that MPO staff was made aware of amendments to the STIP that NCDOT staff has submitted or is planning to submit to the Board of

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Transportation. These projects include:

- B-5100 – King George Road Bridge #421 – Proposed amendment delays construction from FY 14 to FY 15 to allow additional time to acquire necessary right-of way
- EB-5539 – South Tar River Greenway Phase 3 – Proposed amendment delays right-of-way from FY 14 to FY 15 to allow municipality additional time to complete the design
- U-5606 – Dickinson Avenue – Proposed amendment delays construction from FY 16 to FY 17 to allow for right-of way acquisition

To follow proper protocol for the expenditure of Federal funds, the 2012-2018 TIP must be amended to correspond with the projects in the STIP. This amendment would modify the TIP as indicated above and in the adoption resolutions.

A motion was made by Mayor Jackson to approve the 2012-2018 TIP with amendments as indicated. A second was made by Commissioner Garris and passed unanimously.

V. ANY OTHER DISCUSSION ITEMS

A. NCDOT Staff Recognition

Mr. Vreeland introduced Mr. Reza Jafari as the new NCDOT liaison for the MPO. Mr. Jafari has been requested by TCC to conduct a safety study for the MPO which would identify high accident locations within all MPO jurisdictions, compile the statistics, and propose proven treatments and cost estimates to improve the locations identified.

VI. 2014 MPO MEETING SCHEDULE (REMAINING MEETINGS) (ALL AT GREENVILLE CITY HALL, ROOM 337 AT 1:30p.m.)

VII. 2015 MPO MEETING SCHEDULE (ALL AT GREENVILLE CITY HALL, ROOM 337 AT 1:30PM)

A. TCC

- February 11; May 12; August 12; November 10

B. TAC

- February 24; May 27; August 25; November 19

VIII. REMINDER: TAC MEMBERS TO COMPLETE THE STATEMENT OF ECONOMIC INTERESTS (SEI) AND REAL ESTATE DISCLOSURE (RED) YEARLY FILING PERIOD COMMENCES JANUARY 1, 2015 AND ENDS APRIL 15, 2015.

IX. ADJOURN

There being no further business to discuss, Mayor Jackson made a motion to adjourn the meeting. The motion was seconded by Commissioner Garris and passed unanimously. The meeting adjourned at 1:50 p.m.

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Attachment 5a

Transportation Advisory Committee

No Action Required February 24, 2015

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Review and Discussion of Draft 2016-2025 STIP

Purpose: Review the "Draft" 2016-2025 State Transportation Improvement Program (STIP).

Discussion: On December 4, 2014, the North Carolina Department of Transportation (NCDOT) distributed the Draft 2016-2025 State Transportation Improvement Program (STIP) to all Metropolitan Planning Organizations (MPO) asking for their input.

NCDOT states that statewide, 303 additional projects will be fully or partially funded and about 126,000 more jobs will be created under the Strategic Transportation Investments (STI) law, which created the Strategic Mobility Formula. The new funding formula was established by Governor McCrory during the last legislative session.

The results of the new funding formula are contained in the Draft 10-year State Transportation Improvement Program (STIP), which was presented at the transportation board's monthly meeting. This is one of the final steps toward implementing the new STI law.

Using the new formula over 10 years, NCDOT states they will fund 478 highway projects and create 300,000 jobs. Using the same existing funds, the old formula would have produced 175 highway projects and 174,000 jobs.

The Draft STIP includes a total of nearly 1,100 projects across all transportation modes and in every county across the state.

More than 140 non-highway projects are funded in all, along with another 108 major transition projects that were already scheduled to begin prior to July 1, 2015. The Draft STIP also includes 389 interstate maintenance and bridge projects, and 17 safety projects prioritized under alternate criteria. A breakdown of the project numbers can be found here.

The Strategic Mobility Formula was specifically designed to direct 60 percent of the available funding to improvements on the regional and local levels to ensure that we are meeting the varied needs of the communities throughout our state—with the remaining 40 percent going to projects of statewide significance that will benefit all North Carolinians.

MPO-desired projects that are not in the STIP may be re-submitted for prioritization in the 2015-2016 prioritization cycle (also known as P4.0). As of this time, the prioritization workgroup will recommend to the Board of Transportation that projects with scheduled ROW or construction through FY2020 not be subject to re-prioritization.

The Draft 2016-2025 STIP is available on the City's web site. The MPO has completed a public comment period of at least 10 calendar days as outlined in the Public Involvement Policy. No public comments were received.

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Please review the Draft FY16-25 STIP prior to the TAC meeting and be ready to discuss and provide comments. Representatives from NCDOT will be available to answer questions.

More information regarding the public involvement meetings to provide input on the Draft STIP is forthcoming from NCDOT. The Outreach meetings will be held in March/April of 2015. The Board of Transportation is expected to approve the Final 2016-2025 STIP in June 2015.

Summary of draft TIP:

Projects in the first 5 years of the STIP

PROJECT	PROJECT TYPE	YEARS PROGRAMMED
NC 11 and Hanrahan Rd	Upgrade intersection	ROW-FY18, Const-FY20
SW Bypass	Construct on new location	FY15-18
NC11 and 5th St	Upgrade intersection	ROW-FY18, Const-FY20
10th St Connector	Widen, some new location	FY15-17
Firetower Rd (Charles to 14th)	Widen	ROW, Util--FY20 (Const in FY22)
Greenville Blvd feasibility study	Feasibility study	In progress

Projects placed in years 5-10 for planning purposes.

Evans/Old Tar Rd	Widening	ROW,Util-FY23, Const-FY25, about 2/3rds of construction costs are unfunded
Firetower Rd (14th St to NC33)	Widening	Some ROW,Util-FY25....most and Const unfunded

(Transit) Intermodal Center project programmed(fully funded) in FY15.

No new bike/ped projects. Keeps (fully funded) the 3 current projects:

- Pedestrian crossing improvements at various intersections in Greenville
- South Tar River Ph3 Greenway
- Green Mill Run Greenway - Charles to Evans Park

Some projects that are NOT in the draft STIP:

- Dickinson Ave modernization
- Firetower Road extension to NC11 to SW Bypass
- NC33 widening--Greenville to Tarboro

Action Needed: Discuss the Draft 2016-2025 STIP.

Attachments:

- Bubble chart depicting timeframes and relationships of CTP/LRTP/STIP
- List of project in the MPO's adopted long range plan.
- Draft 2016-2025 STIP for the MPO planning area

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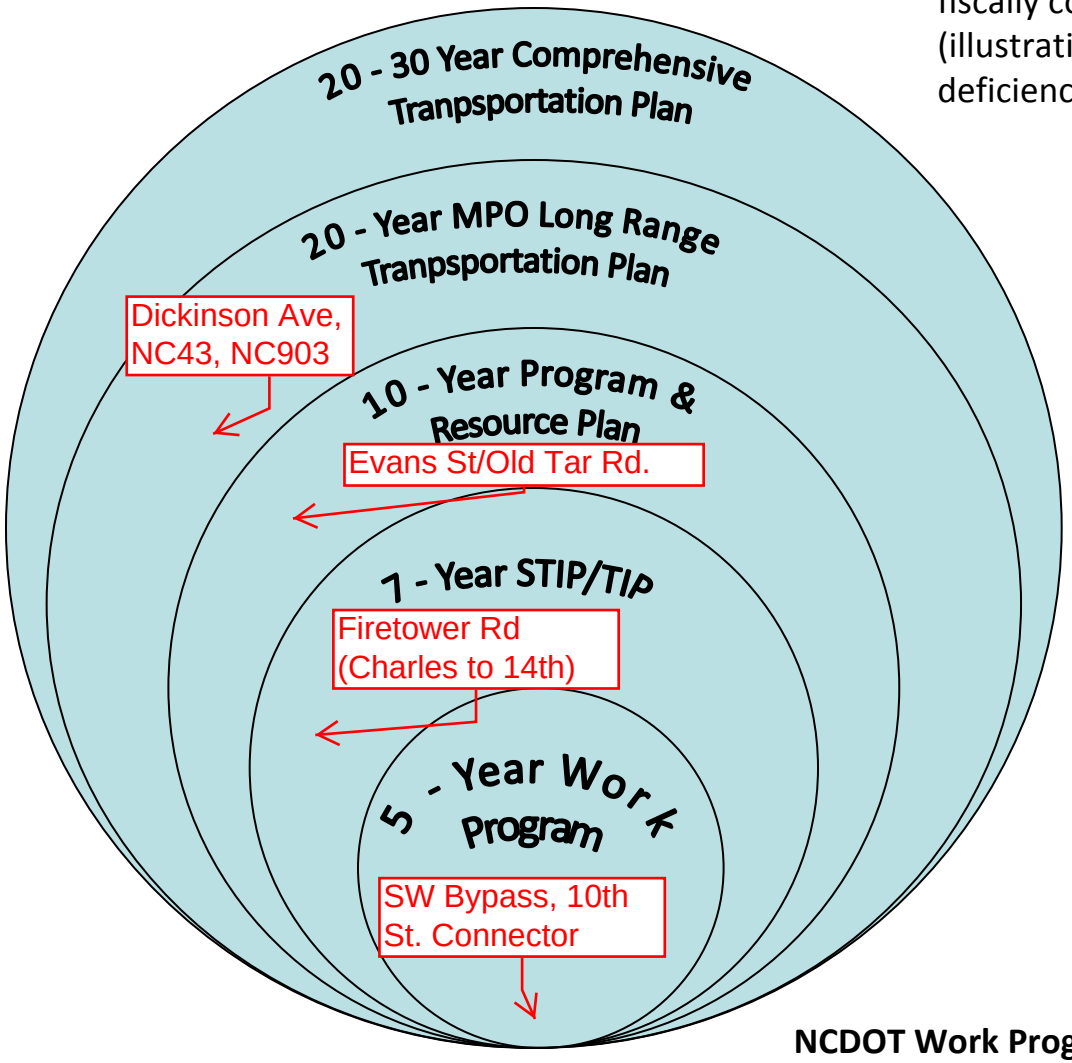
Relationship Between Plans



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Comprehensive Transportation Plan (CTP)
Required by NC **§136-66.2**. In MPOs, includes **20 year** fiscally constrained LRTP and any additional projects (illustrative or vision) required to address FY transportation deficiencies

Long Range Transportation Plan (LRTP)
Required by Title 23 CFR 450. MPOs are required to develop a **20 year** fiscally constrained LRTP. Approved locally and submitted to FHWA. In non-attainment areas, projects have to be broken up by AQ budget horizon years. AQ conformity is demonstrated on the LRTP.

NCDOT Program and Resource Plan
10 year Work Program adopted by NCDOT that includes all projects, programs and services

NCDOT STIP and MPOs TIP
Seven Year Transportation Improvement Program (TIP) adopted by NCDOT and submitted to FHWA for approval biennially. FHWA reviews and approves years 1-4. For Non-attainment areas outside MPOs, the STIP serves as the LRTP for conformity determination purposes.

NCDOT Work Program
5 year Work Program adopted by NCDOT that includes all projects, programs and services. Includes first five years of STIP.

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Table 6-9: FISCALLY CONSTRAINED TRANSPORTATION PROJECT LIST

Roadway Projects Expected to Be Funded in 2014-2040

TIP Project ID No.	Project Description	From	To	Estimated year of project	Cost Estimate Year of Expenditure ($k)
U-3315	Tenth Street Connector	Memorial Drive	Tenth Street	2015	51,798
U-5606	Dickinson Ave modernization	NC11	Reade Circle	2016	8,653
	Arlington Blvd Corridor Management	Firetower Rd	NC43/W. 5th St	2018	17,257
	Signal System hardware upgrade/replacement			2019	9,733
	Allen Road Widening	US 264 (Stantonsburg Road)	US 13	2020	23,578
R-2250	Southwest Bypass	US 264	NC 11 Ayden	2021	305,388
U-2817	Evans Street/Old Tar Road widening	US 264A Greenville Blvd	SR 1711 Worthington Rd	2022	33,021
U-5006	Fire Tower Road extension to SW Bypass	NC 11	SW Bypass	2024	21,706
	Fire Tower Road Phase 3 widening	NC 43	Fourteenth St.	2026	7,174
	Forlines Rd Widening	NC 11	SW Bypass	2031	35,450
	Frog Level Road (SR 1127) modernization	US 13	NC 903	2031	16,924
FS-1002B	Greenville Boulevard modernization/improvements	NC 11	US264 East	2031	98,494
	Fourteenth Street (SR 1703 and SR 1704)	Red Banks Road	Fire Tower Road	2032	18,463
	Fire Tower Road Phase 4 and Portertown Rd	Fourteenth Street	NC-33 East	2033	34,341
	NC 43 South Widening	Bells Fork Plaza	Worthington Road	2034	47,068
	Ivy Road. Tucker Road, Ayden Golf Club Rd	NC-102	NC33 East/E. 10th St	2034	57,577
	3rd St / NC 102 Turn Lane into Ayden Elementary	Jolly Rd	Ayden Middle School St.	2036	8,497
R-3407	NC-33 widening, Greenville to Tarboro	US 264	MPO Boundary	2036	29,275
	NC 903 modernization	NC 11	MPO Boundary	2037	55,394
	Laurie Ellis Road-NC 11 Connector, Winterville	Mill Street	NC 11	2039	3,899
	Jolly Rd modernization	NC11	NC102	2040	8,816
	Boyd St modernization (Winterville)	NC11	Railroad St	2040	4,622
Greenway/Bicycle/Pedestrian and other Local projects					
EB-4996	Green Mill Run Greenway	Charles Blvd	Evans Park	2014	1,541
EB-5539	South Tar River Greenway, Phase 3	Pitt St	Moye Blvd	2014	2,120
EB-5618	Pedestrian Crosswalk improvements	intersections throughout City of Greenville		2015	811
	NC102 pedestrian enhancements in Ayden	NC11	Lee St	2019	365
	Bike/Ped Bridge over Tar River	River Park North	Town Common	2019	1,582
	Ange St sidewalks (Winterville)	Cooper St	Laurie Ellis Rd	2023	285
	South Tar River Greenway, Phase 2	existing S. Tar River trail	near cemetary on NC33	2025	4,618
	Town common to River Park north trail	River Park North	Town Common	2031	4,052
	Tar River to Hardee Creek	S.Tar River Ph2 trail	NC33 int. w/Bell's Branch	2033	2,107
	Throughout MPO- Various sidewalk and greenway projects	varies	varies	2014-2040	13,862
B-5100	King George Road Bridge #421	replace bridge #421		2015	797
	Throughout MPO - Various Bridge replacment projects	varies	varies	2014-2040	55,449
	Throughout MPO - Safe Routes-to-School projects	varies	varies	2014-2040	2,079
	Other locally-funded roadway projects	varies	varies	2014-2040	27,725
	Intersection projects (various--refer to text)	varies	varies	2014-2020	27,725
	Throughout MPO -Various Rail projects	varies	varies	2014-2040	11,000
				Total:	$ 1,053,245

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North Carolina Department of Transportation







GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION SUPPLEMENT

Draft STIP
FY 2015 - 2025
December 2014

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DIVISION 00

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (MILES)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM						DEVELOPMENTAL PROGRAM					UNFUNDED	
								FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS	
WAKE	NC 00	R-0000	I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.	7.3	63,450	250	NHP R 4000 A													
							NHP M 700													
							NHP U 1500													
							NHP			C 9000 A										
							NHP						R 3000 B							
							NHP								U 5000 B		C 5000 B	C 5000 B	C 5000 B	C 5000 B
							NHP												R 10000 C	
							NHP												C 20000 C	

ROUTE/CITY
I - Interstate
US or NC Routes
SR - Secondary Road
Various - multiple routes
NEW ROUTE or City

SW

LOCATION / DESCRIPTION
Project termini and a general work description.

IDENTIFICATION NUMBER
Assigned to each project at conception and remains with project until completion.

FUNDING SOURCE (2)
See Highway Funding Key for an explanation of funding categories used for each project phase.

FUNDING CATEGORY (1)
Identifies the "STI" Funding Category for the project and any project breaks.

SW A I-40 TO NC 3
SW B NC 3 TO SR 1003
SW C SR 1003 TO NC 96

PROJECT BREAKS
One or two letter designation for project break.

WORK TYPE (ACTIVITY) (3)
Phases of implementation: Preliminary engineering, Right of Way, Mitigation, Utilities or Construction. **For other** work types or activities see **Work Type (Activity)** box below.

ESTIMATED COST Preliminary engineering, right of way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (**Cash-Flow Funding)** with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)

UNFUNDED FUTURE COMMITMENTS

(1) FUNDING CATEGORY

DIV - Division
EX - Exempt
HF - State Dollars (Non-STI)
REG - Regional
SW - Statewide
TRN -Transition Project

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES

APD - Appalachian Development
BOND (R) - Revenue Bond
CMAQ - Congestion Mitigation
DP - Discretionary or Demonstration
ER - Emergency Relief Funds
FED - Federal Rail Funds
FLPI - Federal Lands Program (Indian Reservation Roads)
HFB - Highway Fund Bridge Replacement Program
HP - Federal-Aid High Priority
HRRR - High Risk Rural Roads
HSIP - Highway Safety Improvement Program
L - Local
NHP - National Highway Performance Program
NHPB - National Highway Performance Program (Bridge)
NHPIM - National Highway Performance Program (Interstate Maintenance)
O - Others
RR - Rail-Highway Safety
S (M) - State Match
SRTS - Safe Routes to School
STP - Surface Transportation Program
STPDA - Surface Transportation Program - Direct Attributable
STPEB - Surface Transportation Program, Enhancements (Bike)
STPON - Surface Transportation Program Bridge (On System Bridge)
STPOFF -Surface Transportation Program (Off System Bridge)
T - State Highway Trust Funds
TAP - Transportation Alternatives Program

(3) WORK TYPE (ACTIVITY)

A - Acquisition
C - Construction
CG - Construction (GARVEE)
F - Feasibility Study
G - Grading and Structures
I - Implementation
L - Landscaping
M - Mitigation
O - Operations
P - Paving
PE - Preliminary Engineering
R - Right of Way
RG - Right of Way (GARVEE)
S - Structure
U - Utilities

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	DEVELOPMENTAL PROGRAM FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	UNFUNDED FUTURE YEARS
RURAL PROJECTS																			
PITT	NC 11/NC 903 (GREENVILLE SOUTHWEST BYPASS)	R-2250* TRN	NC 11 TO US 264 (GREENVILLE BYPASS). CONSTRUCT FOUR LANE DIVIDED FACILITY ON NEW LOCATION WITH BYPASS OF WINTERVILLE.	12.4	242935	10865	T	R 27000	R 27000										
							T	U 1785	U 1785										
							T	C 43625	C 43625	C 43625	C 43625								
			PLANNING/DESIGN IN PROGRESS																
URBAN PROJECTS																			
PITT	US 13 (MEMORIAL DRIVE)	U-5730 REG	NC 43 (5TH STREET). UPGRADE INTERSECTION.		233		NHP					R 45							
							NHP						C 188						
PITT	SR 1708 (FIRETOWER ROAD)	U-5870 DIV	SR 1704 (FOURTEENTH STREET) TO NC 33. WIDEN TO MULTI-LANES.		23755		STP										R 2768	R 2767	
							STP										U 332	U 332	
							STP											C 17556	
PITT	SR 1700 (EVANS STREET/ OLD TAR ROAD)	U-2817 DIV	SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264A (GREENVILLE BOULEVARD) IN GREENVILLE. WIDEN TO MULTI-LANES.	3.8	35275	2135	STP									R 12840			
							STP									U 1500			
							STP										C 6267	C 12533	
			PLANNING/DESIGN IN PROGRESS																
PITT	SR 1708 (FIRETOWER ROAD)	U-5785 DIV	NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET). WIDEN TO MULTI-LANES.	0.6	6233		T						R 1494						
							T						U 179						
							T								C 4560				
PITT	STANTONSBURG ROAD/ TENTH STREET CONNECTOR	U-3315 TRN	US 13/NC 11 (MEMORIAL DRIVE) TO SR 1702 (EVANS STREET) IN GREENVILLE. CONSTRUCT MULTI-LANES, SOME NEW LOCATION WITH GRADE SEPARATION AT CSX TRANSPORTATION SYSTEM.	1.2	51700	28400	STP	C 7767	C 7767	C 7766									
			PLANNING/DESIGN AND RIGHT OF WAY IN PROGRESS																
FEASIBILITY STUDIES																			
PITT	US 264 (GREENVILLE BOULEVARD)	FS-1002B	NC 11 TO NC 33. WIDEN AND IMPROVE INTERSECTIONS.																
			FEASIBILITY STUDY IN PROGRESS																
FEDERAL BRIDGE PROJECTS																			
PITT	US 13	B-4786 REG	REPLACE BRIDGE NO. 38 OVER TAR RIVER.	8530	230		NHPB					R 1000							
							NHPB							C 2433	C 2433	C 2434			
PITT	NC 33	B-5418 REG	REPLACE BRIDGE NO. 50 OVER JOHNSON MILL RUN.	1146	1146														
			BRIDGE PURCHASE ORDER CONTRACT (DPOC): UNDER CONSTRUCTION																
PITT	SR 1715 (JACK JONES ROAD)	B-4603 DIV	REPLACE BRIDGE NO. 29 OVER FORK SWAMP.	1050	60		STPOFF					R 90							
							STPOFF							C 300	C 300	C 300			

DIV - Division Category **EX - Exempt Category**
HF - State Dollars (Non STI) **REG - Regional Category**
SW - Statewide Category **TRN - Transition Project**

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS		FY 2015	STATE TRANSPORTATION PROGRAM FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	DEVELOPMENTAL PROGRAM FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	UNFUNDED FUTURE YEARS
FEDERAL BRIDGE PROJECTS																				
BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	VARIOUS	BD-5102 DIV	DIVISION 2 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		11042	9042	STPOFF STPOFF	R C	200 1800											
			PART UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																	
PITT	SR 1401 (OLD RIVER ROAD)	B-4787 DIV	REPLACE BRIDGE NO. 95 OVER JOHNSON MILL RUN.		1791	1791														
			UNDER CONSTRUCTION																	
PITT	SR 1418 (STATON HOUSE ROAD)	B-4788 HF	REPLACE BRIDGE NO. 171 OVER JOHNSON MILL RUN.		851	1	HFB HFB						R 75 C 775							
MUNICIPAL BRIDGE PROJECTS																				
PITT	GREENVILLE (KING GEORGE ROAD)	B-5100 DIV	REPLACE BRIDGE NO. 421 OVER MEETING HOUSE BRANCH.		777	90	L STPOFF	C C	137 550											
			CITY OF GREENVILLE - MUNICIPAL BRIDGE: RIGHT OF WAY IN PROGRESS																	
MITIGATION PROJECTS																				
BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	VARIOUS	EE-4902	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 2 PROJECT MITIGATION.		1106	1106														
			IN PROGRESS																	
HAZARD ELIMINATION PROJECTS																				
BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	VARIOUS	W-5202	DIVISION 2 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		6368	6368														
			DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																	

DIV - Division Category **EX - Exempt Category**
HF - State Dollars (Non STI) **REG - Regional Category**
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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

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DIVISION 00

NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE / CITY / TRANSIT PARTNER	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM						DEVELOPMENTAL PROGRAM									UNFUNDED	
							FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023	FY 2024	FY 2025				FUTURE YEARS	
DURHAM	DURHAM AREA TRANSIT AUTHORITY	TA-4738	PASSENGER AMENITIES - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.			FUZ CP 4000 A																	
						FUZ CP 700 A																	
									CP 9000 A														
												CP 3000 B											
														CP 5000 B			CP 5000 B		CP 5000 B		CP 5000 B		
																					CP 10000 C		
																					CP 20000 C		

DIV A BUS STOP SHELTER AND BENCHES LOCATED AT HOLLOWAY STREET
DIV B BUS STOP SHELTER AND BENCHES LOCATED AT GREGSON AVENUE
DIV C SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.

ROUTE / CITY / TRANSIT PARTNER
I - Interstate
US or NC Routes
SR - Secondary Road
Various - multiple routes
NEW ROUTE or City
TRANSIT PARTNER

DIV

LOCATION / DESCRIPTION
Project termini and a general work description.

IDENTIFICATION NUMBER
Assigned to each project at conception and remains with project until completion.

FUNDING SOURCE (2)
See Highway Funding Key for an explanation of funding categories used for each project phase.

FUNDING CATEGORY (1)
Identifies the "STI" Funding Category for the project and any project breaks.

PROJECT BREAKS
One or two letter designation for project break.

WORK TYPE (ACTIVITY) (3)
Phases of implementation: Preliminary engineering, Right of Way, Mitigation, Utilities or Construction. **For other** work types or activities see **Work Type (Activity)** box below.

ESTIMATED COST Preliminary engineering, right of way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (**Cash-Flow Funding)** with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)

UNFUNDED FUTURE COMMITMENTS

(1) FUNDING CATEGORY
DIV - Division
HF - State Dollars (Non-STI)
REG - Regional
SW - Statewide

(2) FUNDING SOURCES KEY	
C - City	**L** - Local
CMAQ - Congestion Mitigation	**O -** Other
DP - Discretionary or Demonstration	**RR -** Rail-Highway Safety
FBUS - Capital Program - Bus Earmark (5309)	**RTAP** - Rural Transit Assistance Program
FED - Federal Rail Funds	**S -** State
FEPD - Elderly and Persons with Disablity (5310)	**S (M) -** State Match
FF - Federal Ferry	**SMAP** - Operating Assistance and State Maintenance
FLAP - Federal Lands Access Program	**SRTS -** Safe Routes to School
FMOD - Fixed Guideway Modifications	**STAT** - State
FMPL - Metropolitan Planning (5303)	**STHSR -** Stimulus High Speed Rail
FNF - New Freedom Program	**STPDA -** Surface Transportation Program - Direct Attributable
FNS - New Starts - Capital (5309)	**STPE -** Surface Transportation Program, Enhancements
FNU - Non Urbanized Area Formula Program (5311)	**STPEB -** Surface Transportation Program, Enhancements (Bike)
FSPR - State Planning and Research	**T** - State Highway Trust Funds
FUZ - Urbanized Area Formula Program (5307)	**T2001 -** State Rail Funds
HP - Federal-Aid High Priority	**TAP** - Transportation Alternatives Program
JARC - Job Assistance and Reverse Commute (3037)	**TIGER DISC** - TIGER Discretionary Grants

(3) WORK TYPE (ACTIVITY)
A - Acquisition
AD - Administrative
C - Construction
CP - Capital
I - Impementation
O - Operations
Oc - OPS Funded Capital
PE - Preliminary Engineering
PL - Planning / Design
R - Right-of-Way

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NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2015	STATE TRANSPORTATION PROGRAM: FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	DEVELOPMENTAL PROGRAM: FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	UNFUNDED: FUTURE YEARS
BICYCLE AND PEDESTRIAN PROJECTS																			
PITT	GREENVILLE	EB-4996 TRN	GREEN MILL RUN GREENWAY, CHARLES BOULEVARD TO EVANS PARK. CONSTRUCT GREENWAY.		1718	1718													
							RIGHT OF WAY IN PROGRESS												
PITT	GREENVILLE	EB-5539 TRN	SOUTH TAR RIVER GREENWAY. PHASE 3: PITT STREET TOWARD MOYE BOULEVARD IN VICINITY OF PITT MEMORIAL HOSPITAL. CONSTRUCT GREENWAY USING EXISTING SIDEWALKS, ROADS AND ON NEW LOCATION ALONG THE RIVER.		2116	313	DP	R 60											
							L	R 15											
							DP	C 660											
							L	C 165											
							STPEB	C 903											
							RIGHT OF WAY IN PROGRESS												
PITT	GREENVILLE	EB-5618 TRN	PROVIDE PEDESTRIAN CROSSWALK IMPROVEMENTS AT MULTIPLE INTERSECTIONS.	1	750		STPEB	C 750											
							PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY CITY OF GREENVILLE												
PUBLIC TRANSPORTATION PROJECTS																			
PITT	GREENVILLE AREA TRANSIT	TA-4965 HF	REPLACEMENT BUS		4330	950	FBUS												
							FUZ	CP 560			CP 2144								
							L	CP 140			CP 268								
							S	CP			CP 268								
PITT	GREENVILLE AREA TRANSIT	TD-4716 HF	FACILITY - INTERMODAL CENTER - LAND, PLANNING, DESIGN, CONSTRUCTION		8100	2869	FBUS												
							FUZ	CP 4185											
							L	CP 523											
							S	CP 523											
PITT	GREENVILLE AREA TRANSIT	TG-4767 HF	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC		7738	1980	FUZ	CP 1064	CP 551	CP 565	CP 580	CP 594	CP 601	CP 601	CP 601	CP 601			
PITT	GREENVILLE AREA TRANSIT	TG-5107B HF	PREVENTIVE MAINTENANCE		8717	2025	FUZ	Oc 1266	Oc 656	Oc 673	Oc 690	Oc 707	Oc 675	Oc 675	Oc 675	Oc 675			
							see amendment #1 to 2012-2018 STIP												
PITT	GREENVILLE AREA TRANSIT	TG-5107C HF	OPERATING ASSISTANCE - ADA PARATRANSIT SERVICE		2334	439	FUZ	Oc 411	Oc 213	Oc 218	Oc 224	Oc 229	Oc 150	Oc 150	Oc 150	Oc 150			
PITT	GREENVILLE AREA TRANSIT	TO-4726 HF	OPERATING ASSISTANCE		18975	5542	FUZ	O 1733	O 1298	O 980	O 1057	O 1080	O 1080	O 1080	O 1080	O 1080			
							SMAP	O 577	O 341	O 350	O 322	O 275	O 275	O 275	O 275	O 275			
							see amendment #1 to 2012-2018 STIP												
PITT	GREENVILLE AREA TRANSIT	TP-5107 HF	PLANNING ASSISTANCE - 5303		443	131	FMPL	CP 66	CP 33	CP 33	CP 33	CP 33	CP 33	CP 27	CP 27	CP 27			
PITT	GREENVILLE AREA TRANSIT	TP-5107A HF	PLANNING ASSISTANCE - 5 YEAR PLAN		200	100	FUZ			CP 100									
PITT	GREENVILLE AREA TRANSIT	TS-5112 HF	SAFETY & SECURITY		177	72	FUZ	CP 30	CP 15	CP 15	CP 15	CP 15	CP 15						

DIV - Division Category **EX - Exempt Category**
HF - State Dollars (Non STI) **REG - Regional Category**
SW - Statewide Category **TRN - Transition Project**

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

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DIVISION 00

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (MILES)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM						DEVELOPMENTAL PROGRAM					UNFUNDED	
								FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS	
WAKE	NC 00	R-0000	I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.	7.3	63,450	250	NHP R 4000 A													
							NHP M 700													
							NHP U 1500													
							NHP			C 9000 A										
							NHP						R 3000 B							
							NHP								U 5000 B		C 5000 B	C 5000 B	C 5000 B	C 5000 B
							NHP												R 10000 C	
							NHP												C 20000 C	

ROUTE/CITY
I - Interstate
US or NC Routes
SR - Secondary Road
Various - multiple routes
NEW ROUTE or City

SW

LOCATION / DESCRIPTION
Project termini and a general work description.

IDENTIFICATION NUMBER
Assigned to each project at conception and remains with project until completion.

FUNDING SOURCE (2)
See Highway Funding Key for an explanation of funding categories used for each project phase.

SW A I-40 TO NC 3
SW B NC 3 TO SR 1003
SW C SR 1003 TO NC 96

FUNDING CATEGORY (1)
Identifies the "STI" Funding Category for the project and any project breaks.

PROJECT BREAKS
One or two letter designation for project break.

WORK TYPE (ACTIVITY) (3)
Phases of implementation: Preliminary engineering, Right of Way, Mitigation, Utilities or Construction. **For other** work types or activities see **Work Type (Activity)** box below.

ESTIMATED COST Preliminary engineering, right of way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (**Cash-Flow Funding)** with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)

UNFUNDED FUTURE COMMITMENTS

(1) FUNDING CATEGORY

DIV - Division
EX - Exempt
HF - State Dollars (Non-STI)
REG - Regional
SW - Statewide
TRN -Transition Project

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES

APD - Appalachian Development
BOND (R) - Revenue Bond
CMAQ - Congestion Mitigation
DP - Discretionary or Demonstration
ER - Emergency Relief Funds
FED - Federal Rail Funds
FLPI - Federal Lands Program (Indian Reservation Roads)
HFB - Highway Fund Bridge Replacement Program
HP - Federal-Aid High Priority
HRRR - High Risk Rural Roads
HSIP - Highway Safety Improvement Program
L - Local
NHP - National Highway Performance Program
NHPB - National Highway Performance Program (Bridge)
NHPIM - National Highway Performance Program (Interstate Maintenance)
O - Others
RR - Rail-Highway Safety
S (M) - State Match
SRTS - Safe Routes to School
STP - Surface Transportation Program
STPDA - Surface Transportation Program - Direct Attributable
STPEB - Surface Transportation Program, Enhancements (Bike)
STPON - Surface Transportation Program Bridge (On System Bridge)
STPOFF -Surface Transportation Program (Off System Bridge)
T - State Highway Trust Funds
TAP - Transportation Alternatives Program

(3) WORK TYPE (ACTIVITY)

A - Acquisition
C - Construction
CG - Construction (GARVEE)
F - Feasibility Study
G - Grading and Structures
I - Implementation
L - Landscaping
M - Mitigation
O - Operations
P - Paving
PE - Preliminary Engineering
R - Right of Way
RG - Right of Way (GARVEE)
S - Structure
U - Utilities

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HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2015	STATE TRANSPORTATION PROGRAM FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	DEVELOPMENTAL PROGRAM FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	UNFUNDED FUTURE YEARS
RURAL PROJECTS																			
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		8278	3878	T	PE 120 DIV	PE 120 DIV	PE 120 DIV	PE 120 DIV	PE 120 DIV	PE 120 DIV	PE 120 DIV	PE 120 DIV	PE 120 DIV	PE 120 DIV	PE 120 DIV	
							T	PE 120 RE	PE 120 RE	PE 120 RE	PE 120 RE	PE 120 RE	PE 120 RE	PE 120 RE	PE 120 RE	PE 120 RE	PE 120 RE	PE 120 RE	
							T	PE 160 SW	PE 160 SW	PE 160 SW	PE 160 SW	PE 160 SW	PE 160 SW	PE 160 SW	PE 160 SW	PE 160 SW	PE 160 SW	PE 160 SW	
		SW					DIV DIV STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.												
							REG REG STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.												
							SW SW STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.												
							IN PROGRESS												
STATEWIDE	VARIOUS	M-0219	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		2750		T	PE 75 DIV	PE 75 DIV	PE 75 DIV	PE 75 DIV	PE 75 DIV	PE 75 DIV	PE 75 DIV	PE 75 DIV	PE 75 DIV	PE 75 DIV	PE 75 DIV	
							T	PE 75 RE	PE 75 RE	PE 75 RE	PE 75 RE	PE 75 RE	PE 75 RE	PE 75 RE	PE 75 RE	PE 75 RE	PE 75 RE	PE 75 RE	
							T	PE 100 SW	PE 100 SW	PE 100 SW	PE 100 SW	PE 100 SW	PE 100 SW	PE 100 SW	PE 100 SW	PE 100 SW	PE 100 SW	PE 100 SW	
		SW					DIV DIV PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS												
							REG REG PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS												
							SW SW PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS												
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		20180	9180	T	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	
							T	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	
							T	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	
		SW					DIV DIV DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.												
							REG REG DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.												
							SW SW DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.												
							IN PROGRESS												
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		19138	9238	T	PE 270 DIV	PE 270 DIV	PE 270 DIV	PE 270 DIV	PE 270 DIV	PE 270 DIV	PE 270 DIV	PE 270 DIV	PE 270 DIV	PE 270 DIV	PE 270 DIV	
							T	PE 270 RE	PE 270 RE	PE 270 RE	PE 270 RE	PE 270 RE	PE 270 RE	PE 270 RE	PE 270 RE	PE 270 RE	PE 270 RE	PE 270 RE	
							T	PE 360 SW	PE 360 SW	PE 360 SW	PE 360 SW	PE 360 SW	PE 360 SW	PE 360 SW	PE 360 SW	PE 360 SW	PE 360 SW	PE 360 SW	
		SW					DIV DIV STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.												
							REG REG STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.												
							SW SW STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.												
							IN PROGRESS												
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		3720	1960	T	PE 48 DIV	PE 48 DIV	PE 48 DIV	PE 48 DIV	PE 48 DIV	PE 48 DIV	PE 48 DIV	PE 48 DIV	PE 48 DIV	PE 48 DIV	PE 48 DIV	
							T	PE 48 RE	PE 48 RE	PE 48 RE	PE 48 RE	PE 48 RE	PE 48 RE	PE 48 RE	PE 48 RE	PE 48 RE	PE 48 RE	PE 48 RE	
							T	PE 64 SW	PE 64 SW	PE 64 SW	PE 64 SW	PE 64 SW	PE 64 SW	PE 64 SW	PE 64 SW	PE 64 SW	PE 64 SW	PE 64 SW	
		SW					DIV DIV HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.												
							REG REG HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.												
							SW SW HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.												
							IN PROGRESS												
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.																
							IN PROGRESS												
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.		17399	17399													
							IN PROGRESS												
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).		89398	89398													
							IN PROGRESS												
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC).		158759	158759													
							IN PROGRESS												
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		28149	28149													
							IN PROGRESS												
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		265523	265523													
							IN PROGRESS												

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HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	DEVELOPMENTAL PROGRAM FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	UNFUNDED FUTURE YEARS
RURAL PROJECTS																			
STATEWIDE	VARIOUS	R-9999WM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.		73971	62971	NHP	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	
							NHP	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	
							NHP	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	
							T	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	M 150 DIV	
							T	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	M 150 RE	
		SW					T	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	M 200 SW	
							DIV DIV ENVIRONMENTAL MITIGATION AND MINIMIZATION.												
							REG REG ENVIRONMENTAL MITIGATION AND MINIMIZATION.												
							SW SW ENVIRONMENTAL MITIGATION AND MINIMIZATION.												
							IN PROGRESS												
STATEWIDE	STATEWIDE	M-0479	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		5500		T	PE 150 DIV	PE 150 DIV	PE 150 DIV	PE 150 DIV	PE 150 DIV	PE 150 DIV	PE 150 DIV	PE 150 DIV	PE 150 DIV	PE 150 DIV	PE 150 DIV	
							T	PE 150 RE	PE 150 RE	PE 150 RE	PE 150 RE	PE 150 RE	PE 150 RE	PE 150 RE	PE 150 RE	PE 150 RE	PE 150 RE	PE 150 RE	
		SW					T	PE 200 SW	PE 200 SW	PE 200 SW	PE 200 SW	PE 200 SW	PE 200 SW	PE 200 SW	PE 200 SW	PE 200 SW	PE 200 SW	PE 200 SW	
							SW DIV STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.											
							REG REG STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.											
							DIV SW STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.											
FEASIBILITY STUDIES																			
STATEWIDE	VARIOUS	M-0452	TOLLING/FINANCIAL FEASIBILITY STUDIES.		2400	200	T	PE 200	PE 200	PE 200	PE 200	PE 200	PE 200	PE 200	PE 200	PE 200	PE 200	PE 200	
		SW																	
FEDERAL BRIDGE PROJECTS																			
STATEWIDE	VARIOUS	B-9999	BRIDGE INSPECTION PROGRAM.		292371	171371	STP	I 3300 DIV	I 3300 DIV	I 3300 DIV	I 3300 DIV	I 3300 DIV	I 3300 DIV	I 3300 DIV	I 3300 DIV	I 3300 DIV	I 3300 DIV	I 3300 DIV	
							STP	I 3300 RE	I 3300 RE	I 3300 RE	I 3300 RE	I 3300 RE	I 3300 RE	I 3300 RE	I 3300 RE	I 3300 RE	I 3300 RE	I 3300 RE	
							STP	I 4400 SW	I 4400 SW	I 4400 SW	I 4400 SW	I 4400 SW	I 4400 SW	I 4400 SW	I 4400 SW	I 4400 SW	I 4400 SW	I 4400 SW	
							DIV DIV BRIDGE INSPECTION PROGRAM.												
							REG REG BRIDGE INSPECTION PROGRAM.												
							SW SW BRIDGE INSPECTION PROGRAM.												
							IN PROGRESS												
STATEWIDE	VARIOUS	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.		5000	5000													
		DIV																	
							IN PROGRESS												
STATEWIDE	VARIOUS	BK-5102	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.		2027	2027													
		DIV																	
							IN PROGRESS												
STATEWIDE	VARIOUS	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.		1000	1000													
		REG																	
							IN PROGRESS												
STATEWIDE	VARIOUS	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.		7747	7747													
		DIV																	
							UNDER CONSTRUCTION												
STATEWIDE	VARIOUS	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.		1500	1500													
		DIV																	
							UNDER CONSTRUCTION												
STATEWIDE	VARIOUS	BP-5500	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		12000	2000	STPOFF	C 1500 DIV											
							STPOFF	C 1500 RE											
							STPOFF	C 2000 SW											
							STPON	C 1500 DIV											
							STPON	C 1500 RE											
		SW					STPON	C 2000 SW											
							SW DIV BRIDGE PRESERVATION ISSUES AT SELECTED SITES.												
							SW REG BRIDGE PRESERVATION ISSUES AT SELECTED SITES.												
							SW SW BRIDGE PRESERVATION ISSUES AT SELECTED SITES.												

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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2015	STATE TRANSPORTATION PROGRAM FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	DEVELOPMENTAL PROGRAM FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	UNFUNDED FUTURE YEARS
FEDERAL BRIDGE PROJECTS																			
STATEWIDE	VARIOUS	M-0418 DIV	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860													
								UNDER CONSTRUCTION											
STATEWIDE	VARIOUS	M-0379 DIV	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100													
								IN PROGRESS											
HAZARD ELIMINATION PROJECTS																			
STATEWIDE	VARIOUS	W-5517	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		71500	11000	HSIP PE 1650 DIV		PE 1650 DIV	PE 1650 DIV	PE 1650 DIV	PE 1650 DIV	PE 1650 DIV	PE 1650 DIV	PE 1650 DIV	PE 1650 DIV	PE 1650 DIV	PE 1650 DIV	
							HSIP PE 1650 RE		PE 1650 RE	PE 1650 RE	PE 1650 RE	PE 1650 RE	PE 1650 RE	PE 1650 RE	PE 1650 RE	PE 1650 RE	PE 1650 RE	PE 1650 RE	
							HSIP PE 2200 SW		PE 2200 SW	PE 2200 SW	PE 2200 SW	PE 2200 SW	PE 2200 SW	PE 2200 SW	PE 2200 SW	PE 2200 SW	PE 2200 SW	PE 2200 SW	
								DIV DIV SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.										
								REG REG SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.										
								SW SW SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.										
STATEWIDE	VARIOUS	W-9999	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.		186200		HSIP					C 6450 DIV	C 6750 DIV	C 7110 DIV	C 7110 DIV	C 7110 DIV	C 7110 DIV	C 7110 DIV	C 7110 DIV
							HSIP					C 6450 RE	C 6750 RE	C 7110 RE	C 7110 RE	C 7110 RE	C 7110 RE	C 7110 RE	C 7110 RE
							HSIP					C 8600 SW	C 9000 SW	C 9480 SW	C 9480 SW	C 9480 SW	C 9480 SW	C 9480 SW	C 9480 SW
		SW						DIV DIV HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.											
								REG REG HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.											
								SW SW HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.											
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		15000	4000	HSIP C 300 DIV		C 300 DIV	C 300 DIV	C 300 DIV	C 300 DIV	C 300 DIV	C 300 DIV	C 300 DIV	C 300 DIV	C 300 DIV	C 300 DIV	
							HSIP C 300 RE		C 300 RE	C 300 RE	C 300 RE	C 300 RE	C 300 RE	C 300 RE	C 300 RE	C 300 RE	C 300 RE	C 300 RE	
							HSIP C 400 SW		C 400 SW	C 400 SW	C 400 SW	C 400 SW	C 400 SW	C 400 SW	C 400 SW	C 400 SW	C 400 SW	C 400 SW	
								DIV DIV SIGNAL RETIMING TO IMPROVE SAFETY.											
								REG REG SIGNAL RETIMING TO IMPROVE SAFETY.											
								SW SW SIGNAL RETIMING TO IMPROVE SAFETY.											
								IN PROGRESS											
STATEWIDE	VARIOUS	W-5601	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		108396	596	HSIP R 420 DIV		R 420 DIV	R 420 DIV	R 420 DIV	R 420 DIV	R 420 DIV	R 420 DIV	R 420 DIV	R 420 DIV	R 420 DIV	R 420 DIV	
							HSIP C 2520 DIV		C 2520 DIV	C 2520 DIV	C 2520 DIV	C 2520 DIV	C 2520 DIV	C 2520 DIV	C 2520 DIV	C 2520 DIV	C 2520 DIV	C 2520 DIV	
							HSIP R 420 RE		R 420 RE	R 420 RE	R 420 RE	R 420 RE	R 420 RE	R 420 RE	R 420 RE	R 420 RE	R 420 RE	R 420 RE	
							HSIP C 2520 RE		C 2520 RE	C 2520 RE	C 2520 RE	C 2520 RE	C 2520 RE	C 2520 RE	C 2520 RE	C 2520 RE	C 2520 RE	C 2520 RE	
							HSIP R 560 SW		R 560 SW	R 560 SW	R 560 SW	R 560 SW	R 560 SW	R 560 SW	R 560 SW	R 560 SW	R 560 SW	R 560 SW	
							HSIP C 3360 SW		C 3360 SW	C 3360 SW	C 3360 SW	C 3360 SW	C 3360 SW	C 3360 SW	C 3360 SW	C 3360 SW	C 3360 SW	C 3360 SW	
		SW						DIV DIV RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.											
								REG REG RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.											
								SW SW RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATWIDE CATEGORY.											
								IN PROGRESS											
STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.		1500	1500													
CONGESTION MITIGATION PROJECTS																			
STATEWIDE	VARIOUS	C-3600 EX	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.		6702	6702													
								IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES											
STATEWIDE	VARIOUS	C-5600 EX	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.		33570		CMAQ		C 16775	C 16795									

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HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2015	STATE TRANSPORTATION PROGRAM FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	DEVELOPMENTAL PROGRAM FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	UNFUNDED FUTURE YEARS
CONGESTION MITIGATION PROJECTS																			
STATEWIDE	VARIOUS	C-5554 EX	DIVISION OF AIR QUALITY SCHOOL BUS REPLACEMENT PROGRAM. REPLACE BUSES WITH NEW BUSES THAT MEET THE NEW HEAVY DUTY DIESEL TRUCK AND BUS STANDARDS.		1775	1775													
							IN PROGRESS												
STATEWIDE	VARIOUS	C-5601 EX	CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.		4500		CMAQ		C 2250	C 2250									
STATEWIDE	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES	C-4903 EX	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		2875	1625	CMAQ I 500 O I 125		I 500 I 125										
							IN PROGRESS BY NCDENR DIVISION OF AIR QUALITY												
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	C-4902 EX	NORTH CAROLINA STATE UNIVERSITY SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.		9884	7289	CMAQ I 2076 A O I 519 A												
							EX A PHASE 2 OF IMPLEMENTATION												
							IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY												
STATEWIDE	STATEWIDE	C-9999 EX	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS.		240000		CMAQ				C 30000	C 30000	C 30000	C 30000	C 30000	C 30000	C 30000	C 30000	
ENHANCEMENT (ROADSIDE PROJECTS)																			
STATEWIDE	VARIOUS	ER-5600	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.		51550	3975	STP C 432 DIV STP C 1298 RE STP C 2595 SW		C 432 DIV C 1298 RE C 2595 SW	C 432 DIV C 1298 RE C 2595 SW	C 432 DIV C 1298 RE C 2595 SW	C 432 DIV C 1298 RE C 2595 SW	C 432 DIV C 1298 RE C 2595 SW	C 432 DIV C 1298 RE C 2595 SW	C 432 DIV C 1298 RE C 2595 SW	C 432 DIV C 1298 RE C 2595 SW	C 432 DIV C 1298 RE C 2595 SW	C 432 DIV C 1298 RE C 2595 SW	
							DIV DIV VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE. REG REG VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE. SW SW VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.																
							IN PROGRESS												
STATEWIDE	STATEWIDE	M-0451 SW	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.		1032	262	T PE 21 DIV T PE 21 RE T PE 28 SW		PE 21 DIV PE 21 RE PE 28 SW	PE 21 DIV PE 21 RE PE 28 SW	PE 21 DIV PE 21 RE PE 28 SW	PE 21 DIV PE 21 RE PE 28 SW	PE 21 DIV PE 21 RE PE 28 SW	PE 21 DIV PE 21 RE PE 28 SW	PE 21 DIV PE 21 RE PE 28 SW	PE 21 DIV PE 21 RE PE 28 SW	PE 21 DIV PE 21 RE PE 28 SW	PE 21 DIV PE 21 RE PE 28 SW	
							DIV DIV STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS. REG REG STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS. SW SW STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.																
SAFE ROUTES TO SCHOOLS PROJECTS																			
STATEWIDE	VARIOUS	SR-5000 DIV	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL,TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		5787	5687	SRTS I 100												
							IN PROGRESS												
STATEWIDE	VARIOUS	SR-5001 DIV	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		13576	8926	SRTS R 400 SRTS C 4000 STPDA C 201 L C 49												
							IN PROGRESS - $200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C												
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)																			
STATEWIDE	VARIOUS	K-4704 SW	REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		4300	3900	NHPIM C 300 STP C 100												
							IN PROGRESS												

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DIVISION 00

NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE / CITY / TRANSIT PARTNER	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM						DEVELOPMENTAL PROGRAM						UNFUNDED
							FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
DURHAM	DURHAM AREA TRANSIT AUTHORITY	TA-4738	PASSENGER AMENITIES - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.			FUZ CP 4000 A FUZ CP 700 A			CP 9000 A			CP 3000 B		CP 5000 B		CP 5000 B	CP 5000 B	CP 5000 B CP 10000 C CP 20000 C

DIV A BUS STOP SHELTER AND BENCHES LOCATED AT HOLLOWAY STREET
DIV B BUS STOP SHELTER AND BENCHES LOCATED AT GREGSON AVENUE
DIV C SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.

ROUTE / CITY / TRANSIT PARTNER
I - Interstate
US or NC Routes
SR - Secondary Road
Various - multiple routes
NEW ROUTE or City TRANSIT PARTNER

IDENTIFICATION NUMBER
Assigned to each project at conception and remains with project until completion.

LOCATION / DESCRIPTION
Project termini and a general work description.

FUNDING SOURCE (2)
See Highway Funding Key for an explanation of funding categories used for each project phase.

FUNDING CATEGORY (1)
Identifies the "STI" Funding Category for the project and any project breaks.

PROJECT BREAKS
One or two letter designation for project break.

WORK TYPE (ACTIVITY) (3)
Phases of implementation: Preliminary engineering, Right of Way, Mitigation, Utilities or Construction. **For other** work types or activities see **Work Type (Activity)** box below.

ESTIMATED COST Preliminary engineering, right of way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (**Cash-Flow Funding)** with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)

UNFUNDED FUTURE COMMITMENTS

(1) FUNDING CATEGORY

DIV - Division
HF - State Dollars (Non-STI)
REG - Regional
SW - Statewide

(2) FUNDING SOURCES KEY

C - City
CMAQ - Congestion Mitigation
DP - Discretionary or Demonstration
FBUS - Capital Program - Bus Earmark (5309)
FED - Federal Rail Funds
FEPD - Elderly and Persons with Disablity (5310)
FF - Federal Ferry
FLAP - Federal Lands Access Program
FMOD - Fixed Guideway Modifications
FMPL - Metropolitan Planning (5303)
FNF - New Freedom Program
FNS - New Starts - Capital (5309)
FNU - Non Urbanized Area Formula Program (5311)
FSPR - State Planning and Research
FUZ - Urbanized Area Formula Program (5307)
HP - Federal-Aid High Priority
JARC - Job Assistance and Reverse Commute (3037)
L - Local
O - Other
RR - Rail-Highway Safety
RTAP - Rural Transit Assistance Program
S - State
S (M) - State Match
SMAP - Operating Assistance and State Maintenance
SRTS - Safe Routes to School
STAT - State
STHSR - Stimulus High Speed Rail
STPDA - Surface Transportation Program - Direct Attributable
STPE - Surface Transportation Program, Enhancements
STPEB - Surface Transportation Program, Enhancements (Bike)
T - State Highway Trust Funds
T2001 - State Rail Funds
TAP - Transportation Alternatives Program
TIGER DISC - TIGER Discretionary Grants

(3) WORK TYPE (ACTIVITY)

A - Acquisition
AD - Administrative
C - Construction
CP - Capital
I - Impementation
O - Operations
Oc - OPS Funded Capital
PE - Preliminary Engineering
PL - Planning / Design
R - Right-of-Way

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NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2015	STATE TRANSPORTATION PROGRAM FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	DEVELOPMENTAL PROGRAM FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	UNFUNDED FUTURE YEARS
AVIATION PROJECTS																			
STATEWIDE	VARIOUS	AA-0001 HF	NCDOT - DOA AIRPORT SAFETY, AIRPORT WILDLIFE, SAFETY PRESERVATION (MAINTENANCE), AUTOMATED WEATHER, SAFETY AND EDUCATION STATEWIDE PROGRAMS.		4585		S	4585											
STATEWIDE	VARIOUS	AA-0002 HF	NCDOT - DOA STATEWIDE COMMERCIAL/GENERAL AVIATION SAFETY, OPERATIONS AND MAINTENANCE PROJECTS AT SELECTED AIRPORTS		14615		S	14615											
BICYCLE AND PEDESTRIAN PROJECTS																			
STATEWIDE	VARIOUS	E-4018 DIV	NATIONAL RECREATIONAL TRAILS.		13845	645	TAP	C 1200	C 1200	C 1200	C 1200	C 1200	C 1200	C 1200	C 1200	C 1200	C 1200	C 1200	C 1200	
							IN PROGRESS												
STATEWIDE	VARIOUS	EB-3314 TRN	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.		4555	4405	STPEB	C 150											
STATEWIDE	VARIOUS	EB-5542 DIV	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM.		7700		STPEB	PE 700	PE 700	PE 700	PE 700	PE 700	PE 700	PE 700	PE 700	PE 700	PE 700	PE 700	PE 700	
STATEWIDE	VARIOUS	ER-2971 TRN	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.		19863	18187	STPEB STPDA L	C 1400 C 182 C 94											
							IN PROGRESS - $182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E												
PUBLIC TRANSPORTATION PROJECTS																			
STATEWIDE	VARIOUS	TP-4902 HF	STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311		3748	1672	FNU L S	PL 1868 PL 104 PL 104											
STATEWIDE	GREYHOUND LINES	TI-6107 HF	INTERCITY BUS SERVICE from RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN		1910	288	FNU	O 1622											
STATEWIDE	GREYHOUND LINES	TI-6106 HF	INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON		1592	302	FNU	O 1290											
STATEWIDE	GREYHOUND LINES	TI-6105 HF	INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 258 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHOSKIE, AND SUFFOLK		1402	118	FNF L	O 447 O 837											
STATEWIDE	GREYHOUND LINES	TI-6108 HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17		4081	774	FNU L	O 1469 O 1838											
STATEWIDE	NCDOT FERRY DIVISION	TA-6535 HF	CAPITAL		789		FNF S	CP 631 CP 158											
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTATION	TP-4901 HF	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES		7739	2699	FSPR	CP 1440	CP 720	CP 720	CP 720	CP 720	CP 720						
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTATION	TT-9702A HF	TECHNOLOGY - ADMINISTRATION (ITRE)		50	50	UTCH												
STATEWIDE	STATEWIDE	TA-6520 HF	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON-PROFIT AGENCIES ACROSS THE STATE		443	443	FNF												

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NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2015	FY 2016 (STATE TRANSPORTATION PROGRAM)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021 (DEVELOPMENTAL PROGRAM)	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS (UNFUNDED)
PUBLIC TRANSPORTATION PROJECTS																			
STATEWIDE	STATEWIDE	TS-4900Z HF	STATEWIDE TRAINING AND SUPPORT SERVICES RTAP (RURAL, SMALL-URBAN AND PARATRANSIT)		1957	766	RTAP	AD 391	AD 100	AD 100	AD 100	AD 100	AD 100	AD 100	AD 100	AD 100			
STATEWIDE	SUB REGIONAL	TK-4900Z HF	STATE ADMINISTRATION - RURAL AREA GENERAL PUBLIC TRANSIT SERVICES		17411	5373	FNU	O 3238	O 1100	O 1100	O 1100	O 1100	O 1100	O 1100	O 1100	O 1100			
							FNU												
STATEWIDE	SUB REGIONAL	TM-5301 HF	STATE ADMINISTRATION - JOB ACCESS NON-URBAN		5592	2092	JARC	AD 1000	AD 500	AD 500	AD 500	AD 500	AD 500						
STATEWIDE	SUB REGIONAL	TN-5112 HF	STATE ADMINISTRATION - NEW FREEDOM - 5317		4270	1412	FNF	AD 1000	AD 386	AD 386	AD 386	AD 350	AD 350						
STATEWIDE	SUB REGIONAL	TV-4903 HF	STATE ADMINISTRATION - ELDERLY AND DISABLED PERSONS (federal PROGRAM)		11823	4147	FEPD	AD 2476	AD 650	AD 650	AD 650	AD 650	AD 650	AD 650	AD 650	AD 650			
PASSENGER RAIL PROJECTS																			
STATEWIDE	VARIOUS	P-5602	STATEWIDE RAIL PRELIMINARY ENGINEERING		11000		T	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	PE 300 DIV	
							T	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	PE 300 RE	
							T	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	PE 400 SW	

DIV DIV STATEWIDE RAIL PRELIMINARY ENGINEERING

REG REG STATEWIDE RAIL PRELIMINARY ENGINEERING

SW SW STATEWIDE RAIL PRELIMINARY ENGINEERING

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
STATEWIDE	VARIOUS	Y-5500	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		33000		RR	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	
							RR	C 750 DIV	C 750 DIV	C 750 DIV	C 750 DIV	C 750 DIV	C 750 DIV	C 750 DIV	C 750 DIV	C 750 DIV	C 750 DIV	C 750 DIV	
							RR	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	
							RR	C 750 RE	C 750 RE	C 750 RE	C 750 RE	C 750 RE	C 750 RE	C 750 RE	C 750 RE	C 750 RE	C 750 RE	C 750 RE	
							RR	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	
							RR	C 1000 SW	C 1000 SW	C 1000 SW	C 1000 SW	C 1000 SW	C 1000 SW	C 1000 SW	C 1000 SW	C 1000 SW	C 1000 SW	C 1000 SW	

DIV DIV TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.

REG REG TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.

SW SW TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
STATEWIDE	VARIOUS	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		44679	6879	RR	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	R 150 DIV	
							RR	C 900 DIV	C 900 DIV	C 900 DIV	C 900 DIV	C 900 DIV	C 900 DIV	C 900 DIV	C 900 DIV	C 900 DIV	C 900 DIV	C 900 DIV	
							RR	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	R 150 RE	
							RR	C 900 RE	C 900 RE	C 900 RE	C 900 RE	C 900 RE	C 900 RE	C 900 RE	C 900 RE	C 900 RE	C 900 RE	C 900 RE	
							RR	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 200 SW	R 150 SW	R 150 SW	
							RR	C 1200 SW	C 1200 SW	C 1200 SW	C 1200 SW	C 1200 SW	C 1200 SW	C 1200 SW	C 1200 SW	C 1200 SW	C 900 SW	C 900 SW	

DIV DIV HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.

REG REG HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.

SW SW HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.

IN PROGRESS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
STATEWIDE	NORTH CAROLINA RAILROAD	C-5571 EX	NCDOT PIEDMONT AND CAROLINIAN PASSENGER RAIL SERVICES. PUBLIC OUTREACH AND AWARENESS PROGRAM.		1637		CMAQ	I 819	I 818										

DIV - Division Category **EX - Exempt Category**
HF - State Dollars (Non STI) **REG - Regional Category**
SW - Statewide Category **TRN - Transition Project**

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

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Attachment 5b

Transportation Advisory Committee

No Action Required February 24, 2015

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Present timeline of next project prioritization cycle along with new proposed projects and modifications to existing projects.

Purpose: Review the timeline for the next project prioritization cycle along with new proposed projects and modifications to existing projects.

Discussion: NCDOT has prepared a draft timeline for the next 2-year project prioritization cycle. They refer to this as "prioritization 4.0" ("p4.0" for short), representing the 4th cycle that the State has implemented their transparent prioritization process, relying heavily on quantitative data.

In August/September of 2015, MPO's will be required to provide modifications of existing projects and submit new candidate projects from the MPO's adopted long range plan (MTP).

I have developed the following recommendations to initiate discussion on this topic:

Proposed Modifications:

	EXISTING Projects	Proposed Modification
1	Division project--S. Tar River Greenway Ph2 section A	Split project into 2 projects: Section A and Section B to lower cost of each project. (Current ROW=$240k, Design = $300k,Const= $1,650k).
2	Division Project-- S. Tar River Greenway Phase2 section B	Rename to Section C
3	REGIONAL project--Sidewalk/HC ramps Hawk Signal at crossing btw Ayden Elementary and Middle Schools on NC102 (ped project)	Suggest revising scope (simplify project) to lower cost (Current ROW=$50k, Design=$100k, Const=$300k)
4	REGIONAL project -- NC102 from NC11 to Verna Ave widening	Redefine project from widening to RT lane. Change project description/scope to "Construct dedicated RT lane along WB direction of NC102 to provide access to Ayden Elementary School"
5	REGIONAL project -- Greenville blvd widening	Modify scope from widening to "modernization/improvements". *design review meeting estimated for March or April, 2015.

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	Proposed/Potential NEW Projects
6	Division project --Bridge over Tar River, connecting River Park North to Town Common
7	Regional project -- Signal system hardware upgrade/replacement
8	Division project -- Town Common to River Park north trail, including a cantilevered pedestrian bridge along Greene St (SR 1531)

Action Needed: Discuss project modifications and proposed new projects.

Attachments:

- Draft prioritization 4.0 timeline
- Fiscally-constrained project list from MTP.
- Regional and Division project lists submitted/prioritized last cycle.

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Prioritization 4.0 Tentative Schedule (Two 60 Day Local Input Periods) - Option A (Recommended by P4.0 Workgroup)

DRAFT - SUBJECT TO CHANGE

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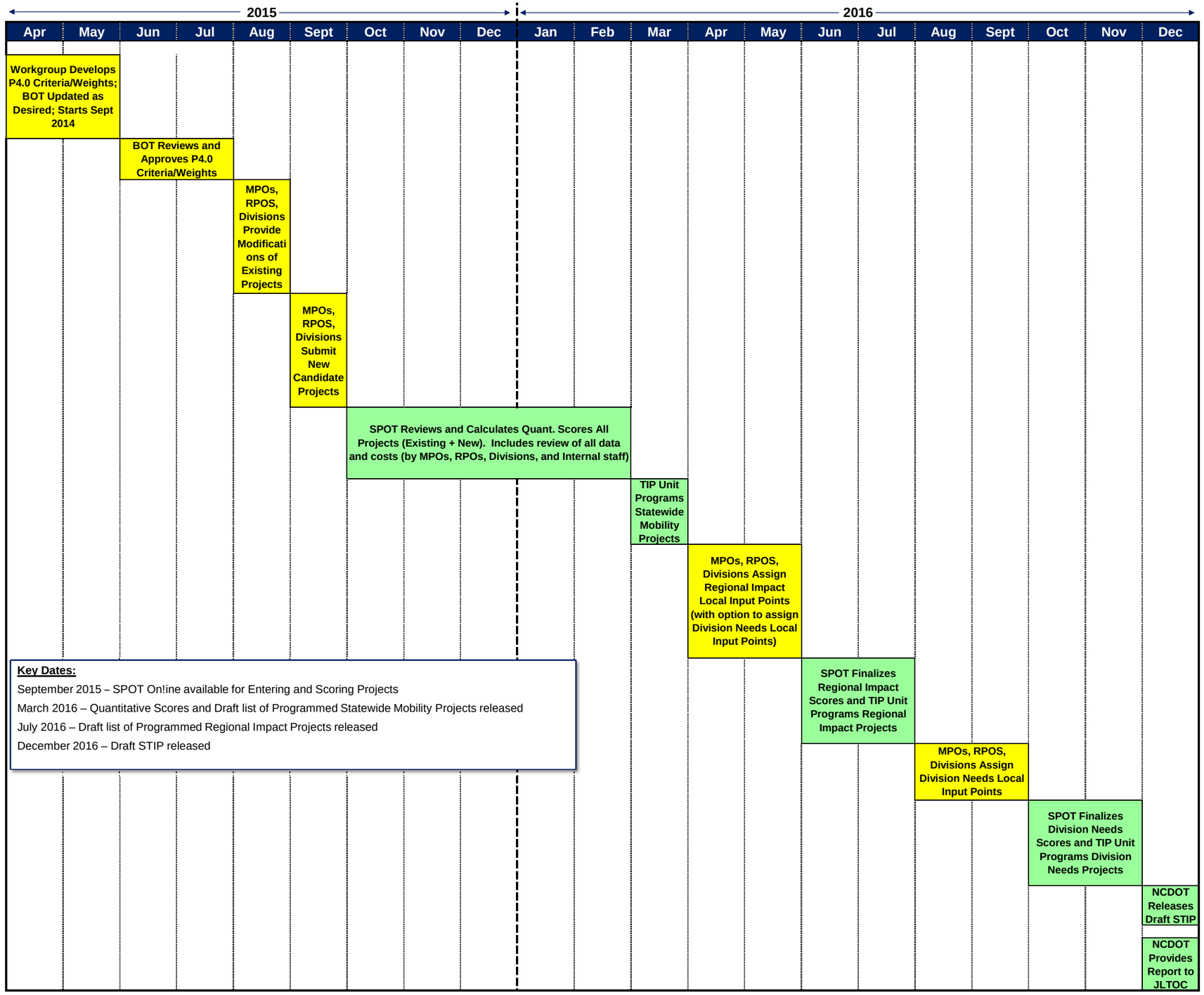

Notes:
Green Box = Decisions / Approvals
Yellow Box = NCDOT Work Tasks

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Table 6-9: FISCALLY CONSTRAINED TRANSPORTATION PROJECT LIST

Roadway Projects Expected to Be Funded in 2014-2040

TIP Project ID No.	Project Description	From	To	Estimated year of project	Cost Estimate Year of Expenditure ($k)
U-3315	Tenth Street Connector	Memorial Drive	Tenth Street	2015	51,798
U-5606	Dickinson Ave modernization	NC11	Reade Circle	2016	8,653
	Arlington Blvd Corridor Management	Firetower Rd	NC43/W. 5th St	2018	17,257
	Signal System hardware upgrade/replacement			2019	9,733
	Allen Road Widening	US 264 (Stantonsburg Road)	US 13	2020	23,578
R-2250	Southwest Bypass	US 264	NC 11 Ayden	2021	305,388
U-2817	Evans Street/Old Tar Road widening	US 264A Greenville Blvd	SR 1711 Worthington Rd	2022	33,021
U-5006	Fire Tower Road extension to SW Bypass	NC 11	SW Bypass	2024	21,706
	Fire Tower Road Phase 3 widening	NC 43	Fourteenth St.	2026	7,174
	Forlines Rd Widening	NC 11	SW Bypass	2031	35,450
	Frog Level Road (SR 1127) modernization	US 13	NC 903	2031	16,924
FS-1002B	Greenville Boulevard modernization/improvements	NC 11	US264 East	2031	98,494
	Fourteenth Street (SR 1703 and SR 1704)	Red Banks Road	Fire Tower Road	2032	18,463
	Fire Tower Road Phase 4 and Portertown Rd	Fourteenth Street	NC-33 East	2033	34,341
	NC 43 South Widening	Bells Fork Plaza	Worthington Road	2034	47,068
	Ivy Road. Tucker Road, Ayden Golf Club Rd	NC-102	NC33 East/E. 10th St	2034	57,577
	3rd St / NC 102 Turn Lane into Ayden Elementary	Jolly Rd	Ayden Middle School St.	2036	8,497
R-3407	NC-33 widening, Greenville to Tarboro	US 264	MPO Boundary	2036	29,275
	NC 903 modernization	NC 11	MPO Boundary	2037	55,394
	Laurie Ellis Road-NC 11 Connector, Winterville	Mill Street	NC 11	2039	3,899
	Jolly Rd modernization	NC11	NC102	2040	8,816
	Boyd St modernization (Winterville)	NC11	Railroad St	2040	4,622
Greenway/Bicycle/Pedestrian and other Local projects					
EB-4996	Green Mill Run Greenway	Charles Blvd	Evans Park	2014	1,541
EB-5539	South Tar River Greenway, Phase 3	Pitt St	Moye Blvd	2014	2,120
EB-5618	Pedestrian Crosswalk improvements	intersections throughout City of Greenville		2015	811
	NC102 pedestrian enhancements in Ayden	NC11	Lee St	2019	365
	Bike/Ped Bridge over Tar River	River Park North	Town Common	2019	1,582
	Ange St sidewalks (Winterville)	Cooper St	Laurie Ellis Rd	2023	285
	South Tar River Greenway, Phase 2	existing S. Tar River trail	near cemetary on NC33	2025	4,618
	Town common to River Park north trail	River Park North	Town Common	2031	4,052
	Tar River to Hardee Creek	S.Tar River Ph2 trail	NC33 int. w/Bell's Branch	2033	2,107
	Throughout MPO- Various sidewalk and greenway projects	varies	varies	2014-2040	13,862
B-5100	King George Road Bridge #421	replace bridge #421		2015	797
	Throughout MPO - Various Bridge replacment projects	varies	varies	2014-2040	55,449
	Throughout MPO - Safe Routes-to-School projects	varies	varies	2014-2040	2,079
	Other locally-funded roadway projects	varies	varies	2014-2040	27,725
	Intersection projects (various--refer to text)	varies	varies	2014-2020	27,725
	Throughout MPO -Various Rail projects	varies	varies	2014-2040	11,000
				Total:	$ 1,053,245

REGIONAL-level projects and scores

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Row #		Improvement Type	Route Name	From / Cross Street	To	Description	TOTAL MPO Score	ADOPTED MPO Points (15%)	NCDOT Quantitative SCORE (70%)	FINAL NCDOT DIVISION SCORE (15%)	TOTAL SCORE (100%)
1		Intersection	NC11/US13 Memorial Drive	NC 43 (5th St)		Provide dual LT lanes for NC43 EB to NC11 NB	58.11	100	38.94	100	68.94
2		1815 - Rehabilitate / replace		ARFF VEHICLE		ARFF Vehicle Acquisition (includes Project Request	20.40	100	20.40	100	44.28
3	*	Capacity (Maximum points for this project = 50 because only 50% within the MPO)	NC 33	NC 222 at Belvoir Crossroads	US 264 Bypass	US 264 Bypass in Greenville to US 64 Southeast of	50.75	50	19.72	100	36.30
4		Capacity	NC 43	North of Signature Drive	SR 1711 (Worthington Road)	Widen existing 2-lane and 3-lane roadway	49.22	100	17.09	100	41.96
5		735 - REILs - Relocation/Installation		VISUAL NAVAIDS 8-26 PAPIS & REILS DESIGN AND		Visual NAVAIDS Runway 8-26 PAPIS & REILS Design and	16.82	100	16.82	100	41.77
6	*	Modernize	NC903	NC 11	Greene County Line	Widen existing pavement to 32 ft (4ft widening	48.37	98	17.01	100	41.61
7		Capacity	SW Bypass Section A	NC11	South of NC102	Construct a four-lane, median divided, fully-	91.74	100	16.06	0	26.24
8		Capacity	SW Bypass Section B	South of NC102	South of SR1126 (Forlines Rd)	Construct a four-lane, median divided, fully-controlled access facility on new	91.74	100	16.06	0	26.24
9		Capacity	SW Bypass Section C	South of SR1126 (Forlines Rd)	US264 Bypass	Construct a four-lane, median divided, fully-	91.74	100	16.06	0	26.24
10		Capacity	NC102	NC 11	Verna Avenue	Widen to a multi-lane facility with sidewalks	51.10	100	15.78	0	26.05
11		1210 - Design		APRON EXPANSION		Apron Expansion - Design and	14.26	100	14.26	0	24.98
12		3000 - Other		AIRFIELD DRAINAGE IMPROVEME		Airfield Drainage Improvements	10.70	100	10.70	0	22.49
13		3000 - Other		ACCESS ROAD IMPROVEME		Airfield Emergency Access Road	10.07	100	10.07	0	22.05
14	*	Intersection (Maximum points for this project = 58 because only 58% within the MPO)	NC11, SR1108 (Littlefield Rd)	Intersection of NC11 and Littlefield Rd (SR 1108)		Upgrade intersection	59.01	52	12.51	0	16.56
15		Capacity	Greenville Boulevard	NC 11 (Memorial Drive)	NC 33 (East 10th Street)	Widen to 6 travel lanes and improve Intersections	56.52	0	22.82	0	22.82
16		1430 - Rehabilitate / replace apron edge lighting		APRON LIGHTING & CONSTRUC		Apron Lighting Design and Construction	8.60	0	8.60	0	8.60
17		1910 - Acquire Equipment Shelter (no utilities		VEHICLE/EQUIPMENT STORAGE		Vehicle/Equipment Storage Building (Site	7.23	0	7.23	0	7.23
18		2100 - Hangers and Economic		T-HANGAR SITE		T-Hangar Site Preparation &	4.59	0	4.59	0	4.59
19		3000 - Other		CONSOLIDATED RENTAL CAR		Consolidated Rental Car Facility (Site	4.53	0	4.53	0	4.53

* Projects not fully contained in the MPO will have a different total score than shown.

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DIVISION-level projects MPO scores
In descending draft TOTAL score order DIVISION PROJECTS

Row #	TIP #	Improvement Type	Route Name	From / Cross Street	To	TOTAL MPO Score	ADOPTED MPO points (25%)	NCDOT Quantitative SCORE (out of 50) (50%)	FINAL NCDOT DIVISION SCORE (25%)	TOTAL SCORE (100%)
DIVISION level Highway Projects										
1		Capacity	Firetower Road	NC 43 (Charles Boulevard)	SR 1704 (14TH Street)	81.16	100	35.42	100	85.42
2	U-2817	Capacity	Evans Street/Old Tar Road	SR 1711 (Worthington Road) in Winterville	US 264A (Greenville Boulevard)	76.43	100	25.81	100	75.81
3		Capacity	Firetower Road, Portertown Road	SR 1704 (Fourteenth Street)	NC 33	71.37	100	25.75	100	75.75
4		Capacity	Allen Road	SR 1467 (Stantonsburg Road)	US 13 (Dickinson Avenue)	76.42	100	24.42	100	74.42
5		Capacity	Fourteenth Street	Red Banks Road	SR 1708 (Firetower Road)	73.33	100	22.70	100	72.70
6	U-5606	Modernize	Dickinson Avenue	NC11	SR 1610 (Reade Circle)	78.46	100	21.67	100	71.67
7		Modernize	Boyd Street	NC 11	Railroad Street	4.03	100	21.37	100	71.37
8		Capacity	Laurie Ellis Rd Ext/Connecto r SR1713	NC 11	SR 1149 (Mill Street)	10.08	100	20.98	100	70.98
9	U-5006	Capacity	New Route - Firetower Road Extension	SW Bypass	NC 11/903	65.27	100	20.42	0	45.42
10		Sidewalk	Ange St (SR 1712)	Primrose Lane	Sylvania St	51.57	100	25.98	0	50.98
11		Greenway	Tar River to Hardee Creek	S Tar River Trail	Bells Branch/NC33	51.35	100	23.04	0	48.04
12		Greenway	S. Tar River Greenway Ph2 section B	Tar River/Hardee Creek	near cemetary on NC33	51.61	100	21.99	0	46.99
13		Intersection	Portertown Rd (SR 1726)	Eastern Pines Rd (SR 1727)		50.74	100	15.85	0	40.85
14		Capacity	Forlines Road	Greenville Southwest Bypass (R-2250)	NC 11	45.79	0	17.77	0	17.77
15		Sidewalk+Hawk+street improvement	NC102	NC11	Lee St (SR1149)	50.92	0	16.93	0.00	16.93
16		Greenway	S. Tar River Greenway Ph2 section A	Green Mill Run Greenway	Tar River/Hardee Creek	61.32	0	16.92	0.00	16.92
17		Modernize	Frog Level Road	US 13 (Dickinson Avenue)	NC 903	44.76	0	13.83	0	13.83
18		Modernize	Ayden Golf Club Road, Tucker Road, Ivy Road	NC 102	NC 33	44.40	0	11.50	0	11.50
19		Corridor Management	Arlington Boulevard	SR 1708 Firetower Rd	NC43 (W 5Th St)	25.00	0	11.13	0	11.13
20		Modernize	Jolly Road (SR1120)	NC11	NC102	3.71	0	3.85	0	3.85

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Attachment 5c
Transportation Advisory Committee

Action Required February 24, 2015

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Amendments to the Transportation Improvement Program (TIP) to add projects U-5730, U-5785, and U-5870.

Purpose: Amend the TIP to add the following projects

1. U-5730 -- US13 (Memorial Drive), NC43 (5th Street). Upgrade Intersection
   - Programmed for planning and environmental study only to expedite delivery of new STI (Strategic Transportation Investments) project
2. U-5785 -- SR1708 (Firetower Rd), NC43 (Charles Boulevard) to SR1704 (Fourteenth St), Widen to multi-lanes
   - Programmed for planning and environmental study only to expedite delivery of new STI project
3. U-5870 -- SR1708 (Firetower Rd), SR 1704 (Fourteenth Street) to NC33, Widen to mulit-lanes
   - Programmed for planning and environmental study only to expedite delivery of new STI project

Discussion:

Since the last round of TCC and TAC meetings, MPO Staff was made aware of amendments to the STIP that NCDOT staff has either submitted or is planning to submit to the Board of Transportation. The North Carolina Board of Transportation has amended or is planning to amend the 2012-2018 State Transportation Improvement Program (STIP) for the above items. The projects provide NCDOT funds under those TIP headings as described above.

For modification to projects in the Statewide portion of the TIP: NCDOT will be responsible for determining which projects will be funded. Until a project is selected (under that TIP heading), it is not known where it will be located. However, until the TIP is amended (for inclusion or modification) of these TIP projects, no potential projects can be performed within the Urbanized Area under these TIP headings. Therefore, it is in the MPO's best interest to amend the TIP accordingly, to allow for any potential project selection within the MPO's Urbanized Area at some future time.

To follow the proper protocol for the expenditure of Federal funds, the 2012-2018 TIP must be amended to correspond with projects in the STIP. This amendment would modify the TIP as indicated above and in the adoption resolutions.

In accordance with the MPO's Public Involvement Plan, these proposed amendments to the 2012-2018 TIP were advertised in the local newspaper for a minimum of 10 days. No public comments were received.

Action Needed: TAC adopt resolution 2015-01-GUAMPO amending the TIP as indicated and recommended by TCC.

Attachments: Resolution 2015-01-GUAMPO.

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RESOLUTION 2015-01-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document for the addition of Projects ID U-5730, U-5785, and U-5870 in the TIP as indicated below;

WHEREAS, the following amendment has been proposed for *Federal and State* funds:

Existing TIP: **Existing Amounts**

Projects not currently programmed in FY12-18 TIP

Amended TIP: **Amended Amounts (**indicated in **bold)**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
U-5730 US13 (Memorial Drive), NC43 (5th Street). Upgrade Intersection											
Programmed for planning and environmental study only to expedite delivery of new STI project											
U-5785 SR1708 (Firetower Rd), NC43 (Charles Boulevard) to SR1704 (Fourteenth St), Widen to multi-lanes											
Programmed for planning and environmental study only to expedite delivery of new STI project											
U-5870 SR1708 (Firetower Rd), SR 1704 (Fourteenth Street) to NC33, Widen to mulit-lanes											
Programmed for planning and environmental study only to expedite delivery of new STI project											

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, originally adopted August 9, 2011by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on **this the 24th day of February, 2015**.

_____
Mayor Allen Thomas, Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO

_____
Amanda Braddy, Secretary

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Attachment 5d

Transportation Advisory Committee

No Action Required February 24, 2015

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Draft Strategic Transportation Corridors (STC) Policy and Map

Purpose: Present TAC with NCDOT's draft STC policy and map.

Discussion: NCDOT has developed a draft STC map and policy. By identifying this network of strategic corridors, NCDOT is establishing those transportation facilities deemed to be critical for achieving the State's economic development goals. This effort is a follow-up to NCDOT's Statewide Transportation Plan (2040 Plan) adopted in 2012. The 2040 Plan recommended that the Strategic Highway Corridors (SHC) network adopted in 2004 be updated to reflect multiple transportation modes and changes in North Carolina's transportation demands.

The STC is a planning tool intended to help the State identify critical travel corridors within its system. NCDOT states that in order for the STC to influence or be a part of the Strategic Transportation Investment (STI) Law process, amendments to the STI legislation would be required. Again, the identification of these corridors does not affect the programming of projects in the STIP, since that is directed by STI statutes.

The STC process analyzed the transportation system with a fresh set of eyes, based on goals, objectives, and criteria consistent with NCDOT's current overall goals and objectives. The STC goals involved identifying those corridors that best support the three transportation goals of system connectivity, mobility (enhancing movement of high volumes of people or goods), and economic prosperity.

The draft policy and map is scheduled for a briefing to NCDOT's Board of Transportation's in February, 2015 with adoption of the STC to be considered at their March, 2015 meeting.

I have submitted comments to NCDOT requesting that the NC11 route reflect the SW Bypass (and not the current alignment through existing NC11), since the bypass is programmed in the Draft STIP, and a route along the SW Bypass is more in alignment with the STC's stated vision and goals. As of this writing, I have not received formal written response to those comments, but was informed that the STC map will be periodically updated.

Action Needed: Discuss

Attachments:

- Strategic Transportation Corridors draft Policy and Map

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North Carolina Strategic Transportation Corridor Policy

Preamble

The North Carolina Department of Transportation has as its stated mission "*Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and well-being of North Carolina."* This mission and associated system delivery goals of ensuring traveler safety, promoting efficient movement of people and goods, and preserving its infrastructure investment require that the Department conduct sound planning that advances critical transportation facilities and services that are needed to support the State's long-term economic prosperity goals. In pursuit of these goals, NCDOT has identified a network of Strategic Transportation Corridors and has adopted this Strategic Transportation Corridors Policy to guide transportation planning and project development efforts and to support realization of Governor McCrory's *25-Year Vision for North Carolina.*

The intent of this Policy is to update the Strategic Highway Corridor (SHC) policy adopted by the Board of Transportation on September 2, 2004, consistent with direction provided by the Board in 2012 by adopting the NC Statewide Transportation Plan (the 2040 Plan).

It is the stated purpose of Strategic Transportation Corridors to identify from existing facilities a network of multimodal high priority strategic transportation corridors which will form the state's core network of highly performing facilities for movement of high volumes of people and freight. The facilities and services in those corridors are considered to be of great importance on a statewide basis for long-distance movement of people and freight. The policy establishes that preservation of those facilities at a consistently high level of functionality, in terms of classification, condition, and service, will guide long-term planning at statewide, regional, and corridor levels and should be considered the state's highest priority when such corridors are being analyzed within the framework of regional or local transportation and land use plans.

The Strategic Transportation Corridors that are defined by this policy are dynamic and intended to support the highest level of transportation needs. They can and will be amended as conditions change. It is not intended that this policy will restrict transportation system improvements and investments needed to address local or smaller regional needs. Rather, Strategic Transportation Corridor identification is intended to recognize the importance of the identified corridors and the need for their protection as regional transportation and land use plans consider local land access and mobility needs.

Strategic Corridors Vision

It is the Board of Transportation's vision that North Carolina should have an identified network of high-priority, integrated multimodal transportation corridors comprised of facilities that interconnect statewide and regional transportation-dependent activity centers, to enhance economic development in all regions of the state, promote highly reliable and efficient mobility and accessibility, and support good decision-making.

Strategic Corridors Goals

In adopting this Policy, the Board establishes the following goals for North Carolina's Strategic Transportation Corridors:

1. **System Connectivity:** *Provide essential connections to national transportation networks critical to interstate commerce and national defense.*
2. **Mobility:** *Facilitate high volume inter-regional movements of people and goods across the state.*
3. **Economic Prosperity:** *Support efficiency of transport logistics and economic development throughout the state for economic regions and clusters of existing and emerging activity centers.*

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Policy

It is the policy of the NCDOT to place highest priority in the planning and long-term improvement of safe, highly reliable, and efficient multimodal Strategic Transportation Corridors. These Corridors, as identified through a coordinated planning process, are intended to support the economic prosperity goals of the State of North Carolina by enhancing the multimodal mobility function of critical transportation facilities, and are incorporated into this Policy as depicted in Exhibit 1.

In adopting the STC Policy, the Board of Transportation specifically sets aside the SHC facility type directives established by the previous SHC policy, except as those facility type directives have been subsequently incorporated into further project development efforts, and directs NCDOT to prepare updated corridor vision plans in close collaboration with regional planning partners as noted below.

Further, it is expressly recognized at the time of adoption of this Policy that identification of Strategic Transportation Corridors does not affect the programming of projects in NCDOT's Statewide Transportation Improvement Program, as that programming has been directed by current Strategic Transportation Investment statutes.

Reflecting the Strategic Corridors vision and goals established in this Policy, the North Carolina Department of Transportation shall:

1. As quickly as practicable, work with regional planning partners to prepare Strategic Transportation Corridor vision plans that reflect consistent, corridor-long performance standards that take into account regional and statewide characteristics and needs in terms of mobility, multimodal opportunities, operational performance, safety, and physical condition, and that establish consistent, high-level facility-types and operating standards for each Strategic Transportation Corridor.
2. Within the context of regional Comprehensive Transportation Plans, establish that for identified Strategic Transportation Corridors, preservation of inter-regional, long-distance travel needs into and through the region should take priority over direct land access and local travel patterns.
3. In managing highway elements of individual Strategic Transportation Corridors, apply the highest practicable access management provisions to promote operational efficiencies and safety, and to enhance the movement of people and freight on primary corridor facilities.
4. Preserve and support prior project development decisions that have been based on identified Strategic Highway Corridors (as those highways were established by the aforementioned Strategic Highway Corridor policy action). Such project development decisions include but are not limited to environmental studies, purpose and need determinations, screening of alternatives, travel corridor or mode definitions, or identification of environmental impacts and mitigation. It is not the intent of the Strategic Transportation Corridors policy to replace, modify, or negate any ongoing or prior project development decisions that include or reference the components of the Strategic Highway Corridor policy. Such ongoing or prior project development decisions shall remain valid and are incorporated into the Strategic Transportation Corridors Plan by reference.

Adopted by the Board of Transportation on _____.

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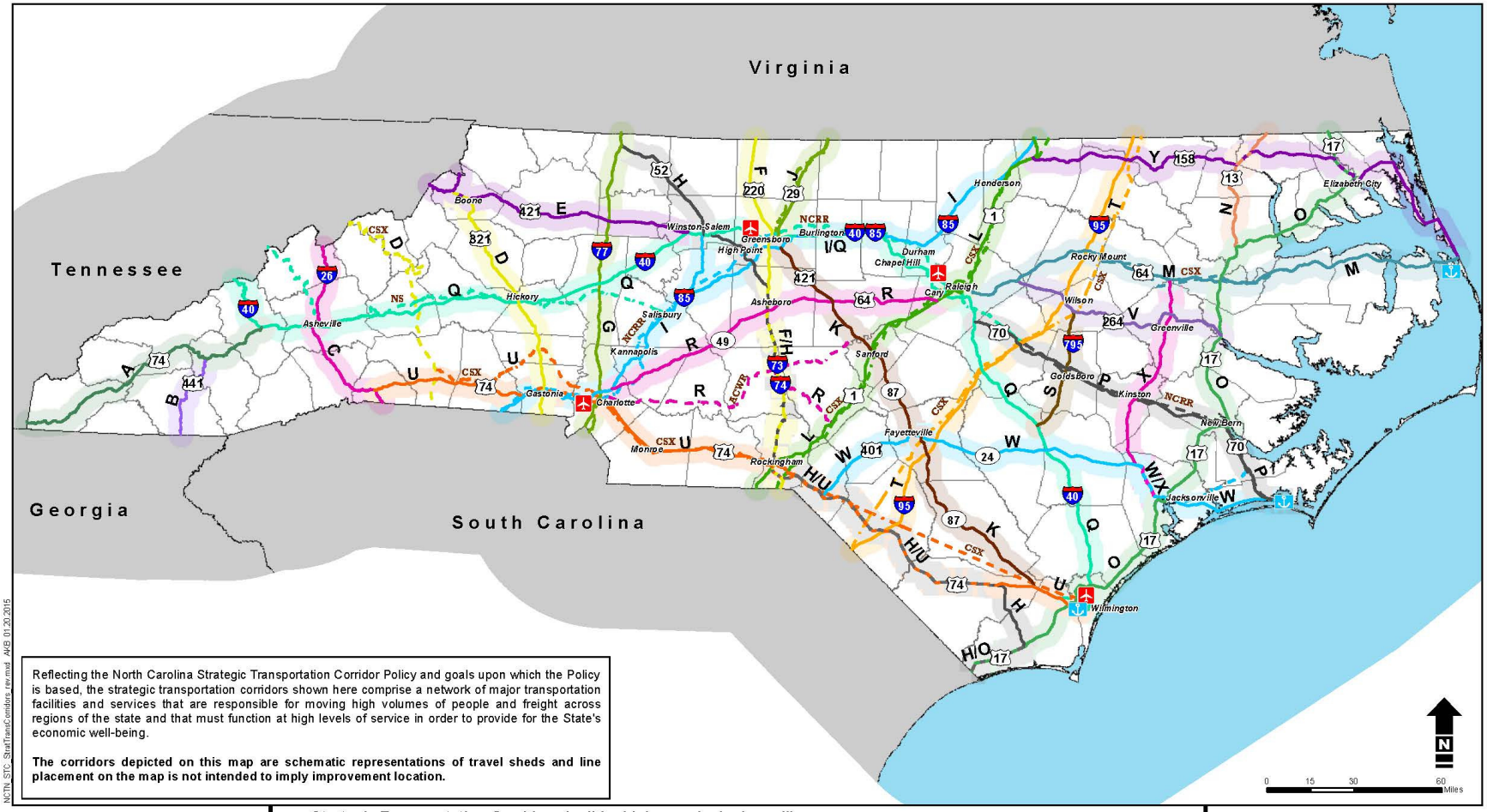
Exhibit 1

NC Strategic Transportation Corridors Network



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Attachment 5e

Transportation Advisory Committee

No Action Required February 24, 2015

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Pitt County Commuting Patterns for April 2014

Purpose: Present TAC with commuting patterns provided by a Airsage (a for-profit data collection company).

Discussion: Airsage recently released a free snapshot of nationwide commuting travel data collected by anonymous cell phone data taken over the course of the month of April, 2014. The data includes mobile device signaling data collected from cell towers. The data does not include Bluetooth, GPS or data collected

I have summarized the data and created a chart for number of people commuting into Pitt County, and another chart for the number of people living in Pitt County and commuting elsewhere.

The term "commute" often refers only to traditional "work". For this analysis, they include people who predominantly spend their day at certain locations. This will include college students who spend their days at school or retired people who regularly go to the same volunteer location.

The home location is inferred from where the mobile device spends most of its nights.

The work location is inferred from where the mobile device spends most of its **weekdays** over the month.

Action Needed: Discuss

Attachments:

- Summary of Pitt County Commuting data for April, 2014
- Frequently Asked Questions regarding the commuting data

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All Commuters Going from a Selected Home County

How many people commute from a specific county? Which counties do they go for work?

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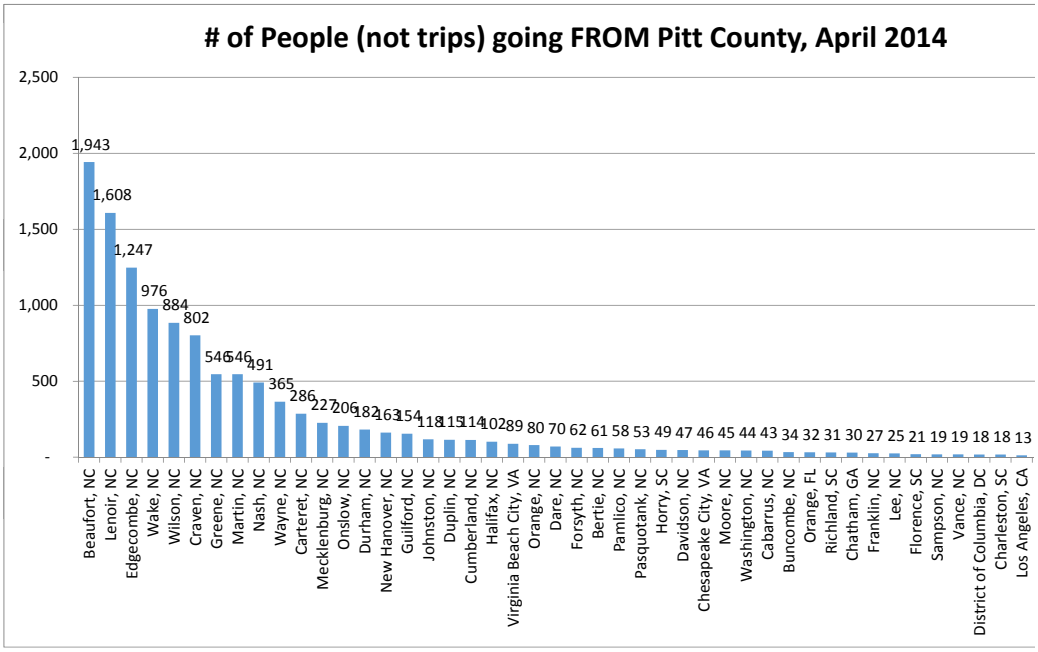
HomeCounty Name	Pitt, NC
InState	(All)

Work County	Work Commuters
Beaufort, NC	1,943
Lenoir, NC	1,608
Edgecombe, NC	1,247
Wake, NC	976
Wilson, NC	884
Craven, NC	802
Greene, NC	546
Martin, NC	546
Nash, NC	491
Wayne, NC	365
Carteret, NC	286
Mecklenburg, NC	227
Onslow, NC	206
Durham, NC	182
New Hanover, NC	163
Guilford, NC	154
Johnston, NC	118
Duplin, NC	115
Cumberland, NC	114
Halifax, NC	102
Virginia Beach City, VA	89
Orange, NC	80
Dare, NC	70
Forsyth, NC	62
Bertie, NC	61
Pamlico, NC	58
Pasquotank, NC	53
Horry, SC	49
Davidson, NC	47
Chesapeake City, VA	46
Moore, NC	45
Washington, NC	44
Cabarrus, NC	43
Buncombe, NC	34
Orange, FL	32
Richland, SC	31
Chatham, GA	30
Franklin, NC	27
Lee, NC	25
Florence, SC	21
Sampson, NC	19
Vance, NC	19
District of Columbia, DC	18
Charleston, SC	18
Los Angeles, CA	13
Suffolk City, VA	11
Grand Total	**12,122**



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All Commuters Coming to a Selected Work County

How many people commute to my county? Which counties do they live?

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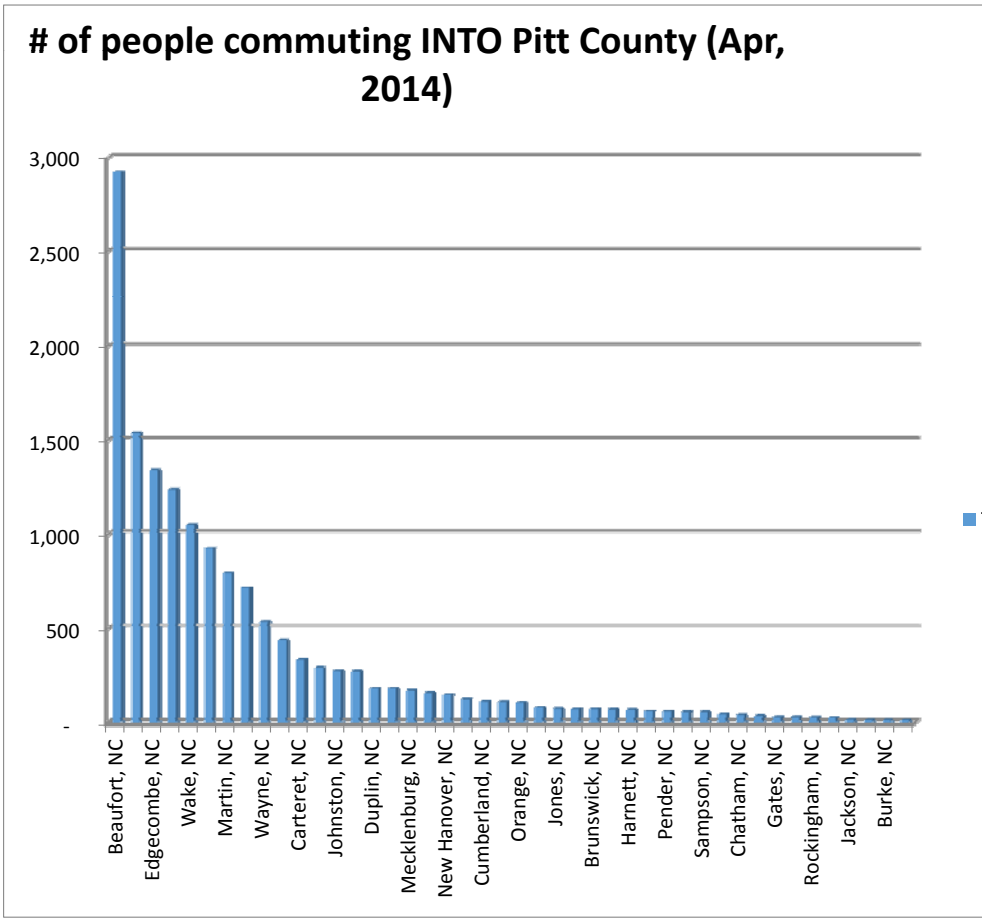
WorkCounty Name	Pitt, NC
InState	(All)

Home County	Work Commuters
Beaufort, NC	2,921
Lenoir, NC	1,538
Edgecombe, NC	1,339
Greene, NC	1,238
Wake, NC	1,047
Craven, NC	927
Martin, NC	794
Wilson, NC	715
Wayne, NC	534
Nash, NC	435
Carteret, NC	331
Washington, NC	289
Johnston, NC	274
Halifax, NC	271
Duplin, NC	177
Onslow, NC	177
Mecklenburg, NC	168
Bertie, NC	156
New Hanover, NC	147
Guilford, NC	122
Cumberland, NC	109
Hertford, NC	107
Orange, NC	102
Franklin, NC	76
Jones, NC	72
Forsyth, NC	71
Brunswick, NC	71
Pamlico, NC	69
Harnett, NC	66
Watauga, NC	57
Pender, NC	56
Alamance, NC	54
Sampson, NC	51
Randolph, NC	40
Chatham, NC	38
Warren, NC	31
Gates, NC	27
Currituck, NC	27
Rockingham, NC	27
Rowan, NC	23
Jackson, NC	12
James City, VA	11
Burke, NC	11
Manatee, FL	10
Grand Total	**14,816**



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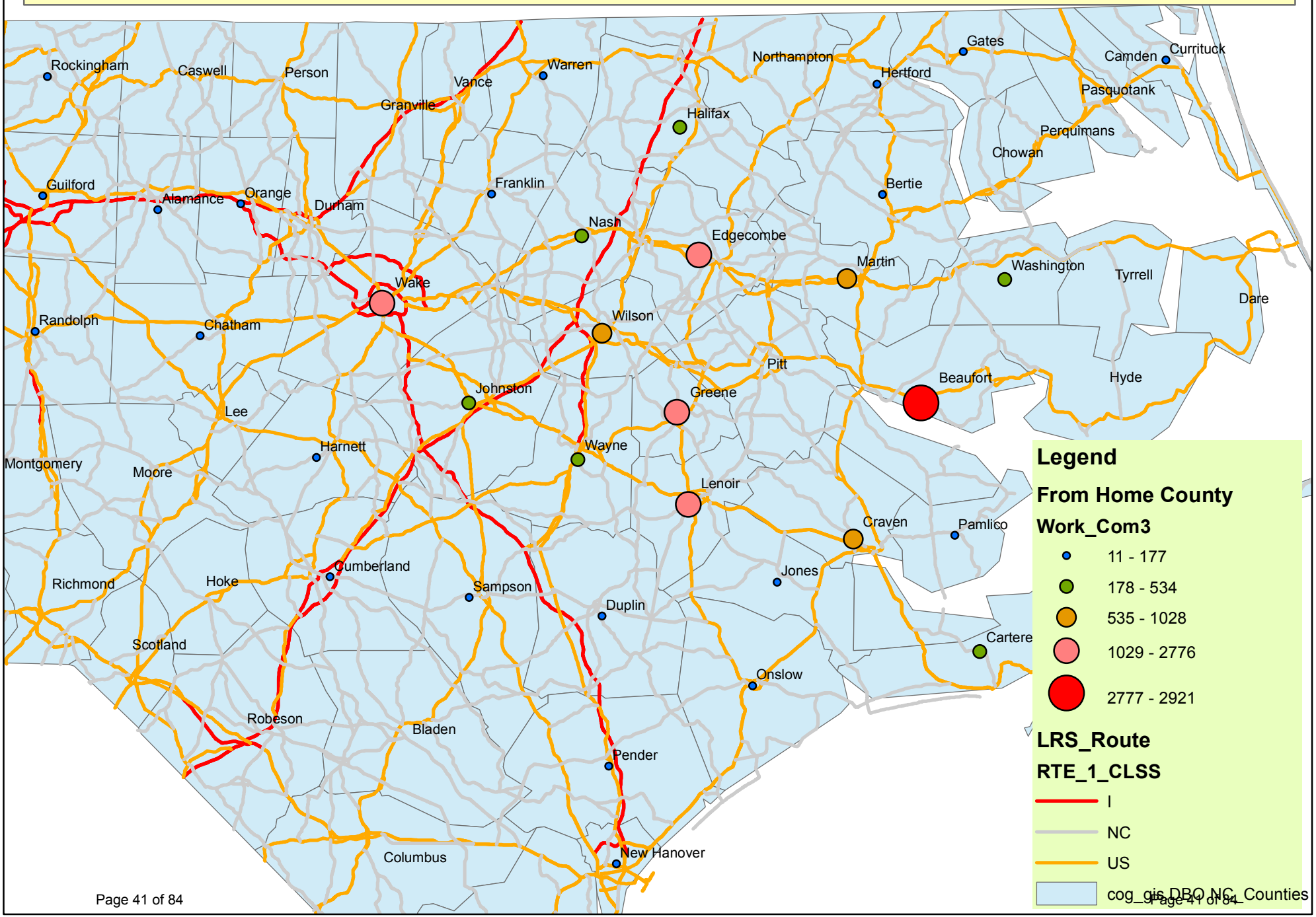
Number of People Commuting FROM NC CountiesTo Pitt County, Apr, 2014



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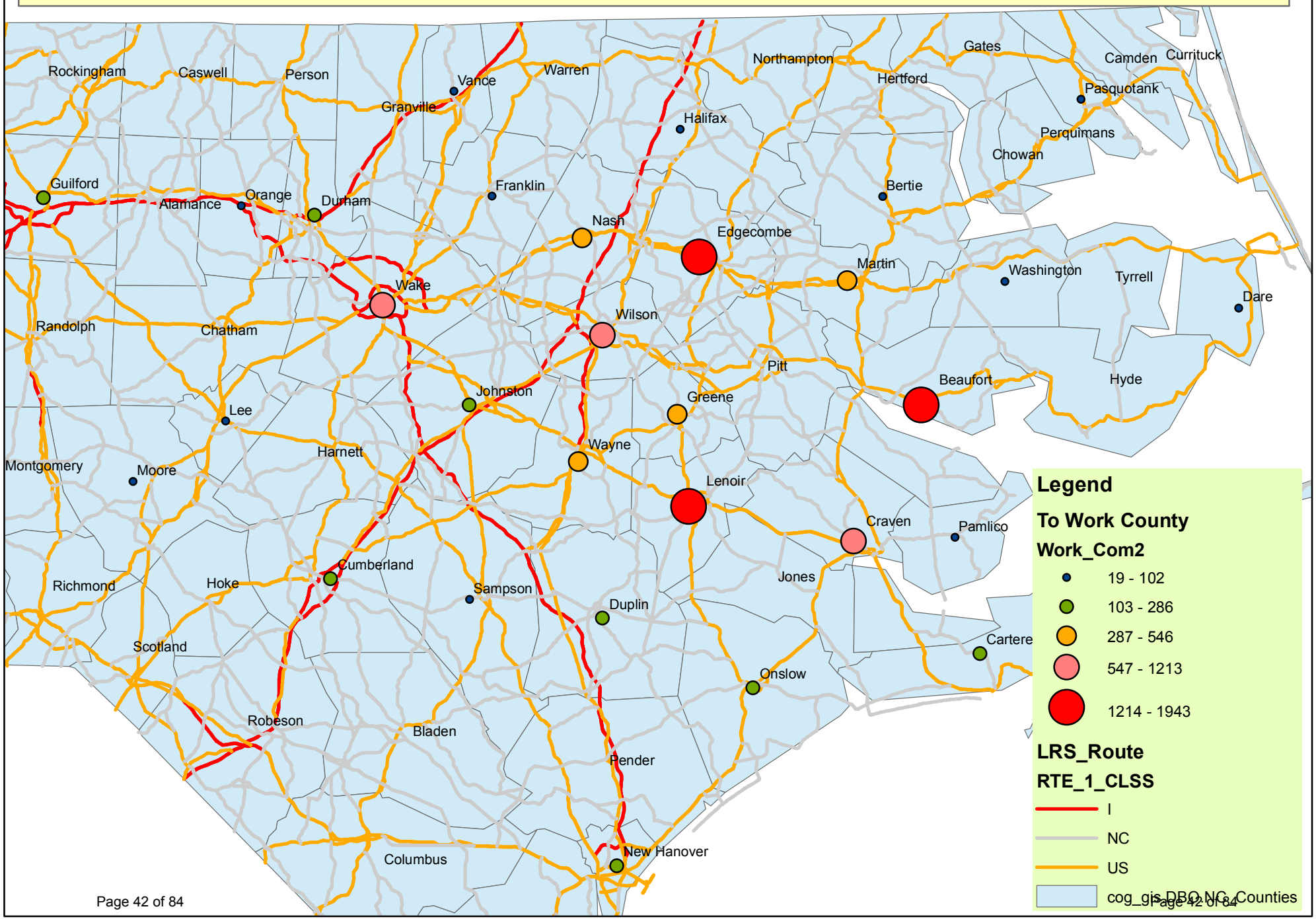
Number of People Commuting FROM Pitt County to NC Counties, Apr, 2014



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The power of where and when

AirSage Nationwide Commute Report

Data for April 2014

Frequently Asked Questions

January 8, 2015

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Definition & Contents

1. **What is the "Nationwide Commute Report"?** The Nationwide Commute Report data provides key insights into commuting patterns and allows for more frequent monitoring of how the labor market is shifting. This data provides the total number of people who have a "home" location in one county and commute to a "work" location in another (or the same) county during a given month. For example, there might be 10,000 people who live in County A and commute to County B; and 20,000 people who live in County A and also commute to a location within the same County A.
2. **Does the Nationwide Commute Report represent one-way /directional trips or round-trips?** The data is actually not a count of *trips*. The commute data provides the number of *people* who live in one county and work in either the same, or another county, in a typical month. This report covers the month of April 2014.
3. **How does AirSage define the terms *Home, Work, and Commute*?**

    - **Home** - The home location is inferred from where the mobile device spends most of its nights over the month.
    - **Work** - The work location is inferred from where the mobile device spends most of its weekdays away from the home over the month.
    - **Commute** - The term commute often refers only to a traditional "work" commute. In this report, commutes will include the people who predominantly spend their day at a different location other than their home. For example, this will include college students who spend a majority of their day-time at college or retired people who regularly go to the same volunteer location.

      The majority of "work" exceptions are usually specific to geography. For instance, Boston has a higher college student population during the school year than Kansas City so Boston will likely include a higher number of inter-county commutes those months. The Commute Report is split into two sections: InterCounty and IntraCounty so that you can view the data separately (see the green tabs). When viewing the blue tabs, you are only looking at InterCounty commutes.

      Most of the work location exceptions (students, retired people, etc.) are within IntraCounty commutes but a far greater number of IntraCounty commutes are true work locations.

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The power of where and when

4. **How does AirSage determine where people "live" and "work"?** The home location is inferred from where the mobile device spends most of its nights over the last month and the work location is where the device spends most of its days. The night location is dynamically calculated but will generally be more than 14 days between the hours of 9pm-7am. A day location is determined where a device is seen in the same location for a significant number of days between the hours of 9am-5pm.

5. **Does the data also include people who work from home? Or those who do not commute at all?** No, this only includes people who have a predominant daytime location that is different from their home location.

6. **What does the AirSage Nationwide Commute Report provide that is unique to the type of data I can download from the U.S. Census Bureau's American Community Survey (ACS)?**

   There are a few key benefits:

   a. **Large sample size.** Although the questions from the ACS are very personal and targeted, the ACS surveys only cover a small fraction of the population (often <2%), whereas AirSage data covers almost one-third of the population.

   b. **Recent data.** AirSage is processing and aggregating this data in near real-time. This enables monthly commute reports (and other population analytics) to be delivered in *weeks* instead of *years*.

   c. **Contains actual observed locations** instead of self-reported data, which is often found to be error-prone.

7. **Can AirSage provide a breakdown by demographics of commuters?** Yes, AirSage provides a premium subscription version of the Nationwide Commute Report that includes demographics such as annual household income, vehicle ownership or age. Please email Sales at Sales@AirSage.com or call us at 404.809.2499 for pricing.

8. **Can AirSage deliver a Commute Report by Census Tracts or Block Groups?** Absolutely! We can even provide data on a monthly or seasonal basis. Give us a call for pricing.

9. **Can AirSage calculate the travel times for commuters?** Travel times are currently in development, however, AirSage can provide a breakdown of the travel *distances* of commuters. This is available in the premium version.

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10. **What are the fields and value formats in the dataset?**

Field Name	Field Description	Example Value
HomeCounty FIPS CODE	The 5-digit county code of the Home location based on the Federal Information Processing Standards (FIPS).	06037
HomeCounty Name	The name of the home county	Los Angeles, CA
HomeState	The name of the home state	CA
WorkCounty FIPS CODE	The 5-digit county code of the Work location based on the Federal Information Processing Standards (FIPS)	06059
WorkCounty Name	The name of the work county	Orange, CA
WorkState	The name of the work state	CA
Count	The total extrapolated number of mobile devices for the associated Home and Work County	13625
In State		Yes

11. **What file format is the data stored/delivered?** The Nationwide Commute Report is available for download in 2 formats: A compressed CSV file format or Microsoft Excel.

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The power of where and when

Privacy & Accuracy

12. **How does AirSage protect the identity of individual subscribers?** AirSage is compliant with the Telecommunications Act of 1996; the Wireless Communications and Public Safety Act of 1999; FCC Proposed Rule-making following the CTIA petition to the FCC on Wireless Location Privacy Principles, November 22, 2000; the European Union Location Privacy, Article 9, amended July 12, 2000; and the individual privacy policies of our carrier partners. AirSage supports all privacy laws and guidelines impacting wireless customers. Because of these consumer-oriented practices, today AirSage remains the only such company in the United States to have secured formal agreements with wireless carriers to implement Intelligent Transportation Systems (ITS) applications based upon non-customer specific aggregated data.

    AirSage privacy protections include the following:

    - AirSage uses aggregated wireless carrier network signaling data without any access to individual customer information.
    - AirSage is fully compliant with privacy laws and carrier privacy policies that prohibit third party access to personally identifying information without the express written consent of the customer.
    - AirSage's patented technology ensures no proprietary, customer-identifying data is accessed or released from the secure environment of the wireless carrier. In addition, wireless carrier partners of AirSage confirm our protections are the strongest in the industry.

13. **Does the data contain location information about an individual subscriber's identity?** No, all records have been encrypted to anonymize the specific individual or mobile device information, such as phone number.

14. **Does the encrypted ID for each mobile device remain the same over time?** No, AirSage maintains a rotation process for each ID every 28 days to ensure an additional level of consumer privacy. Currently, this rotation occurs for 25% of devices each Saturday night at 1am PST. The devices will remain a part of the same rotation group and as new devices coming online to the system, they will be randomly assigned to a group. AirSage does not report the group that devices are assigned.

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15. **How accurate is the latitude & longitude information AirSage uses to determine home and work locations?** The accuracy of the location value will depend on a number of variables such as radio frequency (RF) characteristics, the network element, atmospheric characteristics, the density of the cellular network, the geographic area (e.g. urban vs. rural), and / or the density of the roadway network nearby. On average, an individual sighting in urban areas is accurate to around 300m; however, information is used from multiple sightings to refine a location.

16. **Are there limitations as to how I can use this data?** This dataset can be used freely inside your organization but the data is not to be redistributed commercially or otherwise sold without written consent from AirSage. Please contact ProductTeam@airsage.com if you have questions.

    Click here for the full AirSage Privacy Policy.

Aggregation and Population Synthesis Methodology

17. **How was the data aggregated to determine the monthly totals?** The data presented in this report is collected over a full month of analysis. Hence, the counts can be interpreted as a snapshot of 'commuting' patterns for a single month. No concerted effort is made in this dataset to separate out commercial vehicle or long distance trips although such trips can be separated out upon custom project requirements.

18. **What is the methodology AirSage used to extrapolate the mobile device location samples to the full population?** AirSage data is extrapolated to full population using a population synthesis algorithm. There are many factors that are considered during this expansion process. An expansion factor based on home location of the devices and census population data is used. Also, quality of data transmitted from each device is measured based on the visibility of each device. To account for any possible demographic biases in the data due to cell phone carrier's penetration rates, few adjustments are necessary to the extrapolation as well. The current dataset includes an adjustment for cell phone penetration by age while we will add additional demographic factors (such as income) in the near future release.

19. **What is the sample size? Is it consistent across geographies?** Although AirSage has visibility of approximately 1/3 of the population nationwide, the sample size of the most reliable devices for this report ranges between 15 – 25%. The sample size can vary across geographies. For instance, urbanized areas can have a sample size higher than the national average and rural areas can have a lower sample size than national average.

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20. **How are counties synthesized that have limited cell coverage?** The data is extrapolated at census tract level further aggregated to county level to produce the home to work flows.

21. **Are there any known biases in the samples?** When the home and work location is determined for devices seen at day and night location for over a period of 14 days, most of the less reliable devices are automatically filtered out from the sample. A small number of other biases that could be:

    - Coverage bias largely dependent on the carrier serving different geographies and socio demographic groups. This is largely addressed in the population synthesis process. See the methodology FAQ on the previous page.
    - The data is representative of April travel patterns and does not account for seasonal variation. This can be overcome by using multiple months of data, which is available. Contact us for pricing.
    - The data groups students spending time at college during the day time into working category. This differs between geographies based on a university presence.

22. **How is AirSage Nationwide Commute data different from CTPP data?**
    CTPP journey to work flows are computed from the American Community Survey (ACS) sample data. The ACS sample is around 2% of the nationwide population and the sample size of the most reliable AirSage devices for this report ranges between 15 – 25%. Since the ACS sample is based on a questionnaire, it is a stated preference survey with assumptions while AirSage data is revealed based on mobile device locations inferred from home/work location. On average we see devices 100 times a day, 24 x 7.

23. **Why are there home and work flows for some illogical pairs?** There are records for a few home-work pairs that cross state borders. Most of those records are genuine, for instance a considerable amount of people who live in Montgomery County, Maryland work in Washington DC. But some of the home-work pairs could be considered illogical due to the location of home and work. For instance, there is a very low number of people who live in Contra Costa County, California that work in Baltimore County, Maryland. This occurs due to a very low device sample size (1-5) with a home in one county and work in a distant county. These devices are mostly people who travel regularly for work for more than 14 days in a month.

24. **Is the data available for all geographies in the U.S.?** Commute data is available for the majority of the US and Puerto Rico, with some exceptions for very rural or remote areas where there is little or no coverage.

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Reference Material

For reference purposes only

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North Carolina
Metropolitan and Rural Planning Organizations
with NCDOT Divisions Boundaries

Western Planning Unit

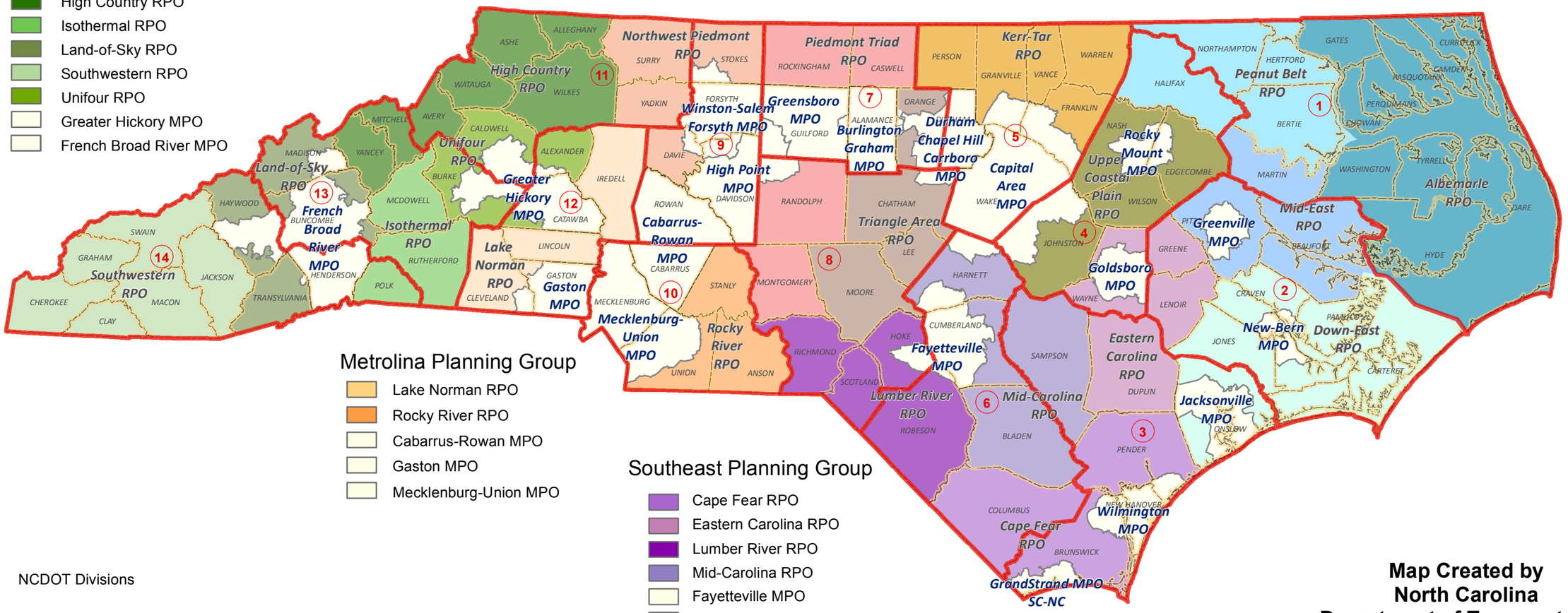
Eastern Planning Unit

Triad Planning Group
- Northwest Piedmont RPO
- Piedmont Triad RPO
- Burlington-Graham MPO
- Greensboro MPO
- High Point MPO
- Winston-Salem-Forsyth MPO

Triangle Planning Group
- Kerr-Tar RPO
- Triangle Area RPO
- Upper Coastal Plain RPO
- Capital Area MPO
- Durham-Chapel Hill-Carboro MPO
- Rocky Mount MPO

Northeast Planning Group
- Peanut Belt RPO
- Albemarle RPO
- Mid-East RPO
- Down-East RPO
- Greenville MPO
- Jacksonville MPO
- New Bern MPO

Mountains Planning Group
- High Country RPO
- Isothermal RPO
- Land-of-Sky RPO
- Southwestern RPO
- Unifour RPO
- Greater Hickory MPO
- French Broad River MPO



Metrolina Planning Group
- Lake Norman RPO
- Rocky River RPO
- Cabarrus-Rowan MPO
- Gaston MPO
- Mecklenburg-Union MPO

Southeast Planning Group
- Cape Fear RPO
- Eastern Carolina RPO
- Lumber River RPO
- Mid-Carolina RPO
- Fayetteville MPO
- Goldsboro MPO
- Grand Strand MPO
- Wilmington MPO

(#) NCDOT Divisions

Miles
0 10 20 40 60 80

Map Created by
North Carolina
Department of Transportation
Transportation Planning Branch
April 2013

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P3.0 Existing Highway Projects INITIAL Quantitative Data - DRAFT: SUBJECT TO CHANGE

This list does NOT include projects submitted for evaluation in early 2014

Route	From / Cross Street	To	Description	Project Length	Specific Improvement Type	Division Needs Quantitative Score (Out of 50)	Safety	Access	Constructability	Demand/Density	Benefit-Cost	Actual Project	Other / Non-Federal Funds	Cost to NCDOT	Other / Non-Federal Funds Source
NC 58 (Queen St)	US 258/US 70 Bus (Vernon Ave)		Improve intersection of Queen St and Vernon Ave with fixed-time pedestrian signal or pedestrian activated device, crosswalk markings, a pedestrian refuge island, and signage.	0.18	6. Install pedestrian signal	35.09	9.38	5.75	1.25	8.72	10.00	$263,320	$0	$263,320	
Lawson Creek Bridge	Liberty Street	Lawson Park	Timber footbridge linking downtown New Bern and its historical and commercial attractions with Lawson Creek Park, the Planned River History Park and River History Marina	0.10	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	28.09	7.50	6.50	4.38	3.93	5.79	$450,000	$90,000	$360,000	Local Match
US 17 (Dr. Martin Luther King, Jr Boulevard)	NC 55	Trent Creek Road	MLK Jr. Boulevard Path. A multi-use path that will provide pedestrian and bicycle access along the city primary commercial corridor. This multi-use path will connect the New Bern downtown CBD and schools with major commercial corridor	4.40	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	27.03	11.25	6.75	3.75	3.99	1.28	$2,090,000	$418,000	$1,672,000	Local Match
Atlantic Beach Causeway	Bogue Blvd	Old Causeway Rd	Install a multi-use trail along the west side of Atlantic Beach Causeway. Project is approximately 1300 ft.	0.24	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	26.88	9.38	6.00	1.25	0.63	9.62	$137,800	$0	$137,800	
Hardee St	SR 1571 (Carey Rd)	US 258/US 70 Bus (Vernon Ave)	Construct a continuous sidewalk along at least one side of Hardee St from Carey Rd to Vernon Ave. This improvement would provide a north & south pedestrian link to Vernon Park Mall & surrounding neighborhoods.	1.87	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	26.07	6.38	5.50	1.25	3.53	9.42	$191,574	$0	$191,574	
Ange St/Primrose Lane/Forbes Ave	Primrose Lane	Slyvania Street	West side of Ange St (SR1712) from Blount St to Sylvania St (500 ft); East side of Ange St (SR1712) from Blount St to Primose Lane (70 ft); South side of Primose Lane from Ange St (SR 1712) to Forbes Ave (1200ft); East side of Forbes Ave from Primose Lan	0.79	5. Construct Sidewalk	25.98	1.88	5.75	3.75	4.61	10.00	$110,000	$0	$110,000	
NC 58 (Kingold Blvd)	Southeastern Snow Hill city limit	SR 1169 (Lakeside Dr)	Construct pedestrian facilities on both sides of the street.	0.33	5. Construct Sidewalk	25.40	7.50	5.50	1.25	1.15	10.00	$110,055	$0	$110,055	
US 258/US 70 Business (Vernon Ave)	NC 11/NC 55 (MLK Blvd)	Hardee Rd	Infill sidewalks along both sides of Vernon Avenue from MLK Boulevard to Hardee Road. Will provide a connection to various commercial & recreational opportunities, (i.e., Vernon Park Mall & Fairfield Park). Improve the intersections & pedestrian crossing	1.97	5. Construct Sidewalk	25.34	9.38	5.50	1.25	6.86	2.35	$1,054,288	$0	$1,054,288	
Vernon Ave/Mitchell St/Gordon St/Herritage St/South St/Independence St	Vernon Avenue / Mitchell Street	South Street / Independence Street	Improvements to the downtown streetscape include updated pedestrian scale design elements, such as wayfinding signage, textured crosswalks, trash receptacles, decorative pavements, decorative street lights, planting beds, and benches.	2.63	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	24.82	9.38	5.75	1.25	3.40	5.05	$362,500	$0	$362,500	
SR 1299 (Canterbury Road)	SR 1216 (Highland Avenue)	SR 1327 (Windsor Drive)	Canterbury Road North - Construct sidewalks from Highland Avenue to Windsor Drive. Pedestrian refuge and crosswalk at Bangert Elementary and Pedestrian refuge and crosswalk at Devonshire Drive and Canterbury Road	0.81	5. Construct Sidewalk	23.80	1.88	5.50	3.75	2.67	10.00	$125,000	$0	$125,000	
Tar River to Hardee Creek Greenway	S Tar River Trail	NC 33 (E 10th St)	Construct Greenway connecting the South Tar River Phase 2 greenway with NC33	0.23	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	23.04	3.75	5.25	2.75	3.26	8.03	$270,000	$53,000	$212,000	Local Match
Waterfront Connector	4th Street	Lockhart Street	Install multi-use path around Carteret Community College and along Downtown Morehead City waterfront. Install signage along Evans St between two multi-use path routes.	1.47	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	22.62	9.38	9.00	1.25	1.59	1.41	$1,502,425	$0	$1,502,425	
NC 58 (Kingold Blvd)	US 258	Chelsea Dr	Construct pedestrian facilities on both sides of the street.	0.58	5. Construct Sidewalk	22.44	7.50	5.50	1.25	1.23	6.96	$193,430	$0	$193,430	
South Tar River Greenway Phase 2, section B	Tar River / Hardee Creek	Eastside Park (near cemetery on NC33)	Construct section B of Greenway, continuing the South Tar River Greenway system further to the east to City-owned property, (future planned City Park facility).	1.33	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	21.99	9.00	5.75	3.25	2.35	1.63	$1,300,000	$248,000	$992,000	Local Match
NC 58 (Kingold Blvd)	NC 903	Southeastern Snow Hill city limits	Construct pedestrian facilities on both sides of the street.	0.76	5. Construct Sidewalk	21.91	7.50	6.00	1.25	1.36	5.80	$253,460	$0	$253,460	
NC 58 (Fort Macon Road)	Brooks Street	SR 1182 (Atlantic Beach Causeway)	Develop a multi-use trail on the north side of Fort Macon Rd. The multi-use trail should include lighting, support facilities (i.e., benches and veetation), trail signage and high-visibility crosswalks at street crossings. Project is approximately 2,000	0.31	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	21.76	4.88	6.75	1.25	0.41	8.48	$168,825	$0	$168,825	
Kinston Promenade	Heritage St	Near Woodman Community Center	Construct paved multi-use path.	2.61	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	21.48	9.38	6.25	2.38	2.79	0.69	$2,608,362	$0	$2,608,362	
Vernon Ave/Kent St/Surry St/New Location	Windsor Rd at Kent St	US 258(Vernon Ave) near SR 1361	Add multi-use path starting at Northwest Elementary School, along Kent St, along Surry St, around north and west side of field, around west side of North Park Mall, around north and west side of the Lenoir County Superintendent's office, along the north	1.46	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	21.35	9.38	6.00	1.25	2.44	2.28	$740,950	$0	$740,950	
Taberna Connector	Wilcox Road	Airport Road	Construct bike path that connects the Carolina Colours community through Taberna to the Airport Loop Bike Path	8.71	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	20.71	9.00	6.25	3.75	0.74	0.97	$1,795,000	$359,000	$1,436,000	Local Match
SR 1200 (Chelsea Road)	SR 1200 (Country Club Road)	Country Club Drive	Construct Sidewalks and provide 5' wider shoulder on one side	0.66	5. Construct Sidewalk	20.48	1.88	7.00	3.75	2.48	5.38	$440,000	$88,000	$352,000	Local Match
NC 58 (Kingold Blvd)	US 13/NC 58 SPlit	Chase Dr	Construct pedestrian facilities on both sides of the street.	0.72	5. Construct Sidewalk	20.29	7.50	5.50	1.25	0.80	5.24	$240,120	$0	$240,120	
NC 58 (Kingold Blvd)	SR 1169 (Lakeside Dr)	US 258	Add on-road bike lanes.	0.48	1. Construct dedicated on-road bike lane on state-maintained roadway	20.13	7.50	5.50	1.25	0.75	5.13	$243,600	$0	$243,600	
Kinston Waterfront Bridge	SR 1353 (W Caswell St)	N Herritage St	Construct a pedestrian bridge over the Neuse River. Facility would connect large area park to downtown commercial district and planned waterfront gateway.	0.21	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	19.37	5.25	5.75	3.75	3.74	0.87	$2,175,000	$0	$2,175,000	
Greenway/Riverwalk	Caswell St	Hardee Rd	Construct a multi-use greenway and riverwalk along one side (north/east side) of Neuse River with connections to the Neuseway Nature Center, and the RetroGreen Park. This trail would be the beginning of the community-wide pedestrian loop providing necess	8.70	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	19.15	9.38	6.00	1.25	2.26	0.26	$6,307,500	$0	$6,307,500	
SR-1220 (Racetrack Drive)	Elizabeth Avenue	Hunter's Landing Drive	Construct sidewalks along road	0.52	5. Construct Sidewalk	18.94	1.88	6.50	3.75	4.69	2.12	$1,320,000	$264,000	$1,056,000	Local Match
US 258/US 70 Business (Vernon Ave)	Vernon Park Mall	Caswell Memorial Site Park	Construct a multi-use trail from Vernon Park Mall passing the Caswell Center to the Caswell Memorial Site Park to provide a continuous connection to these points of interests. Improve the intersection and pedestrian crossing at Vernon Ave and Pecan Dr to	0.87	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	18.83	6.38	6.00	1.25	2.10	3.10	$522,610	$0	$522,610	

Bike/Ped projects

P3.0 Existing Highway Projects INITIAL Quantitative Data - DRAFT: SUBJECT TO CHANGE
This list does NOT include projects submitted for evaluation in early 2014

Route	From / Cross Street	To	Description	Project Length	Specific Improvement Type	Division Needs Quantitative Score (Out of 50)	Safety	Access	Constructability	Demand/Density	Benefit-Cost	Actual Project	Other / Non-Federal Funds	Cost to NCDOT	Other / Non-Federal Funds Source
Lennoxville Rd	US 70 (Live Oak St)	SR 1412 (Leonda Drive)	Add paved shoulder per NCDOT guidelines with appropriate signage and improve pavements/erosion at intersections.	1.52	3. Add or widen paved shoulder	18.64	1.88	7.50	3.75	1.07	4.45	$385,193	$0	$385,193	
NC 101 (Fontana Boulevard)	SR 1834 (Outer Banks Road)	NC 306 (Ferry Road)	Add wide shoulders	8.74	3. Add or widen paved shoulder	17.25	7.50	7.50	1.25	0.29	0.70	$2,217,775	$0	$2,217,775	
Progress Energy Corridor	SR 1605 (Friendly Road)	Gloria Dawn Road	Add a 1.62 mile greenway.	1.71	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	16.93	3.38	6.50	3.75	1.80	1.50	$1,107,157	$0	$1,107,157	
NC102	NC11	SR1149 (Lee St)	Construct new handicapped accessible curb ramps near Ayden Middle School driveway, replace existing crosswalk across Thrid St with high visibility crosswalk, install HAWK pedestrian signal to provide a connection between Ayden Elementary and Ayden Middle	1.03	6. Install pedestrian signal	16.93	1.88	5.50	3.13	2.45	3.98	$450,000	$0	$400,000	
South Tar River Greenway Ph2, Section A	Green Mill Run Greenway	Tar River / Hardee Creek	Construct Section A of the S Tar River Greenway Phase 2 from existing Green Mill Run Greenway to the Tar River / Hardee Creek Greenway	1.47	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	16.92	3.75	6.75	2.00	3.15	1.27	$2,190,000	$390,000	$1,560,000	Local Match
NC 306 / SR 1302 (Buckland Road) / SR 1302 (Janiero Road) / SR 1308 (Oriental Road)	Minnesott Beach Ferry Terminal	Oriental Bridge	Add wide shoulders	21.71	3. Add or widen paved shoulder	16.86	9.00	6.25	1.25	0.13	0.23	$5,508,913	$0	$5,508,913	
SR 1738 (Bridges Street Extension)	SR 1177 (Country Club Road)	US 70 (Arendell Street)	Add 0.38 miles of sidewalk on the south side of West Bridges St.	0.42	5. Construct Sidewalk	16.82	3.38	2.00	1.25	2.93	7.26	$135,751	$0	$135,751	
US 70 (Cedar Street)	Moore Street	Turner Street	Add bike lane	0.52	1. Construct dedicated on-road bike lane on state-maintained roadway	16.24	3.38	3.42	1.25	1.15	7.05	$129,413	$0	$129,413	
NC 306 (Ferry Road)	NC 101	Cherry Branch Ferry Terminal	Add wide shoulders	8.97	3. Add or widen paved shoulder	15.79	7.50	6.25	1.25	0.22	0.57	$2,276,138	$0	$2,276,138	
NC 58	SR 1338 (Goshen Lane)	SR 1119 (Davis Field Road)	Add wide shoulders	4.46	3. Add or widen paved shoulder	15.73	7.50	5.75	1.25	0.18	1.05	$1,129,188	$0	$1,129,188	
SR 1302 (Janiero Road)	SR 1005 (Kersahw Road)	SR 1308 (Oriental Road)	Add wide shoulders	3.36	3. Add or widen paved shoulder	15.61	7.50	5.50	1.25	0.05	1.30	$852,600	$0	$852,600	
SR 1756 (Lake Road)	Gray Drive	Southern county line	Add wide shoulders	5.33	3. Add or widen paved shoulder	15.41	7.50	5.75	1.25	0.05	0.86	$1,349,950	$0	$1,349,950	
SR 1100 (Scott Town Road)	SR 1108 (Scotts Store Road)	NC 306	Add wide shoulders	5.29	3. Add or widen paved shoulder	15.16	7.50	5.50	1.25	0.07	0.83	$1,342,338	$0	$1,342,338	
SR 1119 (Davis Field Road) / SR 1115 (Pole Pocosin Road) / SR 1116 (White Oak River Road)	NC 58	US 17	Add wide shoulders	15.79	3. Add or widen paved shoulder	14.88	7.50	5.75	1.25	0.09	0.29	$4,006,713	$0	$4,006,713	
SR 1322 (Trent Road) / SR 1321 (Straight Road)	SR 1324 (Florence Road)	SR 1360 (Silverbrook Road)	Add wide shoulders	14.38	3. Add or widen paved shoulder	14.65	7.50	5.50	1.25	0.09	0.31	$3,648,925	$0	$3,648,925	
SR 1746 (Greenfield Heights Boulevard) / SR 1756 (Lake Road)	US 70 (Main Street)	Gray Drive	Add wide outside lane	8.56	3. Add or widen paved shoulder	13.01	3.75	5.75	1.25	1.58	0.68	$2,172,100	$0	$2,172,100	

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ALTERNATE CRITERIA FOR DIVISIONS 2 & 3 - PRIORITIZATION 3.0

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	**[Travel Time] Benefit/Cost = 30%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. **Congestion = 30%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). **Economic Competitiveness = 10%** • Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years. **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 20%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 100%**	N/A	N/A
Regional Impact	**[Travel Time] Benefit/Cost = 20%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. **Safety = 25%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 25%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 70%**	**15%**	**15%**
Division Needs	**Congestion = 20%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). **Safety = 20%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 10%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 50%**	**25%**	**25%**

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Prioritization 3.0 Bicycle & Pedestrian Scoring Criteria Summary Report

May 2014

In 2013, the North Carolina General Assembly created the Strategic Transportation Investments Act (STI) to strengthen the state's economy and provide a new formula to direct construction funds through strategic transportation investments. Governor Patrick McCrory signed the Act on June 26, 2013. Governor McCrory and the N.C. Department of Transportation (NCDOT) are committed to improving the quality of life for citizens in North Carolina. The desire is to find more efficient ways to better connect all North Carolinians - to jobs, health care, education and recreational experiences. The STI law will help make that possible by better leveraging existing funds to enhance the state's infrastructure, providing greater opportunity for economic growth.

The STI law outlines a new Strategic Mobility Formula (SMF) which is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina's transportation infrastructure, create jobs and help boost the economy.

It was apparent even in the early stages of the STI draft bill that the identification of scoring criteria, methodologies, and transportation data to quantify the need of a future project would be critical to potential bill implementation. A Workgroup (previously established by NCDOT for its Prioritization 3.0 process) provided recommendations for both highway and non-highway scoring methodologies to support bill requirements. The Workgroup consisted of representatives from MPO's, RPO's, NCDOT planning staff, Division Engineers and other advocacy organizations. Bicycle and Pedestrian Division staff attended meetings and brought forward criteria and data recommendations that would best represent and point to the bicycle and pedestrian needs across the state.

The criteria used to rank bicycle and pedestrian projects represents an evolution of the criteria used in SPOT 1.0 and 2.0, as well as inputs gathered from the state's MPOs and RPOs and other state DOTs for scoring bicycle and pedestrian projects. Multiple presentations and discussions with the P3.0 Workgroup helped shape the final criteria, point distribution and weights applied. The criteria also had to pass a strict test of being data-driven and providing scalable scores per criteria. Thus, readily available crash, speed limit, and population and employment data were utilized. Additionally, there was reliance on local data inputs for a few criteria items including access and constructability, as well as the development of project cost estimates.

As described below, a few eligibility requirements are also applied to bike and pedestrian projects.

- In order for a bicycle or pedestrian project to be scored and considered for funding under the Strategic Transportation Investments legislation, it needs to be included in an adopted plan. Adopted bicycle plans, greenway plans, pedestrian plans, Safe Routes to School action plans, comprehensive transportation plans (CTPs) and long range transportation plans that identify the specific project of interest are an acceptable type of plan.

- Projects submitted must meet a minimum cost requirement of $100,000.

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- Local governments are responsible for providing the necessary non-federal match (usually 20% of the project's total cost). Per conditions set forth during SPOT 3.0 workgroup discussions, NCDOT will not reimburse for any of the costs associated with right-of-way acquisition. Other eligible costs (preliminary engineering and construction) may be reimbursed subject to federal guidelines and the municipal agreement.

- Local governments do not have to have 100% of right-of-way secured for submitted projects. They will, however, need to have the right-of-way secured in advance of receiving federal construction funding.

Please be aware all criteria are measured on a 0 to 100 point scale. Also, though the criteria utilized are the same, bicycle (includes multi-use facilities) and pedestrian projects are scored with slight adjustments in formulas to a few of the criteria.

The following criteria were used in the bicycle and pedestrian scoring methodology:

Criteria	Proposed Weight
Safety	15%
Access	10%
Density	10%
Constructability	5%
Benefit-Cost	10%

The NCDOT Board of Transportation, on November 7, 2013, approved the criteria, weights and measures that will be used in the SMF. The following pages provide a brief description of each criteria, how it will be measured, its data source and what percentage it is of a project's overall score. The hope is that this information provides a clear, concise and transparent view of the data used in the SMF.

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Safety

Definition

This criterion attempts to identify projects designed to remedy potential safety concerns by providing an improved transportation corridor or alternative travelling option that reduces vehicle-bicycle/pedestrian crash and creates a safer transportation environment. This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need. Calculation of crash points is based on a range of the number of crashes along the project corridor with five or more crashes serving as the maximum scoring range. Calculation of speed limit is based on a range of posted speed limits along the project corridor with a speed limit of 55 and over serving as the maximum scoring range. Crash score and speed limit score are weighted equally to determine overall safety score.

Formula

(Crash Points x 0.50) + (Speed Limit Points x 0.50)

Notes:

- Use the following to determine the Crash Points, based on # of crashes:

Bicycle Projects	Pedestrian Projects	Multi-Use Projects
▪ 5 or more bicycle crashes → 100	▪ 5 or more pedestrian crashes → 100	▪ 5 or more bicycle + pedestrian crashes → 100
▪ 4 bicycle crashes → 80	▪ 4 pedestrian crashes → 80	▪ 4 bicycle + pedestrian crashes → 80
▪ 3 bicycle crashes → 60	▪ 3 pedestrian crashes → 60	▪ 3 bicycle + pedestrian crashes → 60
▪ 2 bicycle crashes → 40	▪ 2 pedestrian crashes → 40	▪ 2 bicycle + pedestrian crashes → 40
▪ 1 bicycle crash → 20	▪ 1 pedestrian crash → 20	▪ 1 bicycle + pedestrian crash → 20
▪ 0 bicycle crashes → 0	▪ 0 pedestrian crashes → 0	▪ 0 bicycle + pedestrian crashes → 0

- Use the following to determine the Speed Limit Points, based on existing speed limit:
  - 55 mph or greater → 100
  - 40 mph to 54 mph → 50
  - 30 mph to 39 mph → 25
  - 25 mph to 29 mph → 10
  - Less than 25 mph → 0

- For new off-road facilities, crash and speed limit data for existing neighboring traveling corridors was used.
- Project alignment was buffered at 500 feet to capture the number of crashes.

Data Source

Division of Bicycle and Pedestrian Transportation (DBPT) 2007-2011 geocoded bicycle and pedestrian crash data

Speed limit data from Traffic Engineering Accident Analysis System Dataset (TEAAS)

Criteria Percent Weight by STI Category:

Statewide Mobility – N/A
Regional Impact – N/A
Division Needs – 15%

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Access

Definition

This criterion is structured to identify projects that are in close proximity to multiple destinations and that provide a potential opportunity for mode share. This criterion utilizes user input regarding various major and secondary centers that are within 0.5 miles of pedestrian projects and 1.5 miles of bicycle projects. For major centers within the buffered distance, a project receives ten points per destination with a cap of seventy points; for secondary centers within the buffered distance, a project receives five points per destination with a cap of thirty points. Access benefit is also measured by the proximity of the project to the most significant identified destination with points scaled based on mileage distances using the same modal distance thresholds stated above. Destination number/type score and destination distance score are weighted equally to determine overall access score.

Formula

Bicycle Projects – ((# Major Centers x 10) + (# Secondary Centers x 5)) x 0.5 + ((1.5 - Distance to Destination) x 66.67) x 0.5

Pedestrian Projects – ((# Major Centers x 10) + (# Secondary Centers x 5)) x 0.5 + (0.5 - Distance to Destination) x 200) x 0.5

Notes:

- The number of Major Centers is capped at 7
- The number of Secondary Centers is capped at 6
- The Distance to Destination is capped at 1.5 (bicycle projects)
- The Distance to Destination is capped at 0.5 (pedestrian projects)

Data Source

Local input

Criteria Percent Weight by STI Category:

Statewide Mobility – N/A
Regional Impact – N/A
Division Needs – 10%

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Demand/Density

Definition

The purpose of this criterion is to identify projects in areas where the presence of higher concentrations of residents and employees can potentially benefit a higher number of users. This criterion uses US Census data to calculate the density of population and employment within 0.5 miles of pedestrian projects and 1.5 miles of bicycle projects. Population density score and employment density score are weighted equally to determine overall demand/density score.

Formula

(((Persons within Buffer Area / Buffer Area) / 100) x 3) x 0.5 + (((Employees within Buffer Area / Buffer Area) / 100) x 3) x 0.5

Notes:

- Population Density points are capped at 100
- Employment Density points are at 100
- A buffer distance of 1.5 miles is used to calculate population and employment densities for bicycle projects.
- A buffer distance of 0.5 miles is used to calculate population and employment densities for pedestrian projects.

Data Source

2010 US Census

Criteria Percent Weight by STI Category:

Statewide Mobility – N/A
Regional Impact – N/A
Division Needs – 10%

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Constructability

Definition

This criterion measures project readiness and the ease of constructing a project. This criterion uses local user input and local NCDOT Highway Division input to determine the percentage of right-of-way acquired, the percentage of preliminary engineering completed and the anticipated level of environmental impact of the project. Right-of-way and preliminary engineering are both scored on a scalable range of 0 to 100 percent, while environmental impact is assessed by the anticipated NEPA documentation required. Right-of-way score is weighted at 50 percent, while preliminary engineering and environmental impact are both weighted at 25 percent to derive overall constructability score.

Formula

(Right-of-Way Acquired x 0.50) + (Preliminary Engineering / Design Completed x 0.25) + Environmental Impact Points x 0.25)

Notes:

- Environmental Impact Points are as follows:
  - Categorical Exclusion Type I/II → 100
  - Environmental Assessment → 50
  - Environmental Impact Statement → 0

Data Source

Local Input and Highway Division Input

Percent Weight by STI Criteria

Statewide Mobility – N/A
Regional Impact – N/A
Division Needs – 5%

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Benefit-Cost

Definition

The purpose of this criterion is to evaluate a project's cost effectiveness. This criterion combines the Access and Demand/Density scores to generate a benefit score. The benefit score is then divided by the estimated project cost to NCDOT to derive a project's benefit-cost score.

Formula

((Access Points + Demand/Density Points) / (Cost to NCDOT)) x 200,000

Data Source

Local Input and Highway Division Input for cost estimates

Same sources as noted in Access and Demand/Density calculations

Criteria Percent Weight by STI Category:

Statewide Mobility – N/A
Regional Impact – N/A
Division Needs – 10%

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Prioritization 3.0 Highway Quantitative Data and Scores

Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
Regional Impact		US-17-BUS-Marine Blvd	SR 1308 (Bell Fork Rd)		Add left turn lane to northbound US 17B and right turn lane to westbound SR 1308	10 - Improve Intersection	$ 465,000	**43.75**	63.23	100.00	83.35	11.65	N/A	31.31
Regional Impact		US-421 Carolina Beach Road	US 421 (Burnett Boulevard)	US 117 (Shipyard Boulevard)	Upgrade Arterial with a Landscaped Median and Bulb-Outs	4 - Upgrade Arterial to Superstreet	$ 10,206,000	**39.83**	66.97	11.44	91.80	58.36	N/A	9.74
Regional Impact		US-13 Memorial Drive	NC 43 (5th Street)		Upgrade intersection to provide dual left turn lanes on Eastbound NC 43 to turn North onto US 13	10 - Improve Intersection	$ 233,000	**38.94**	60.74	100.00	66.65	9.12	N/A	29.32
Regional Impact		US-117	NC 133		Construct a Roundabout at the intersection of US 117 and NC 133	10 - Improve Intersection	$ 775,000	**38.80**	44.12	83.17	83.35	5.33	N/A	16.33
Regional Impact		NC-53	US 117 BUS (Walker St/Wilmington St)		Construct a 1-lane roundabout to improve traffic flow and safety.	10 - Improve Intersection	$ 625,000	**37.68**	24.59	100.00	66.65	4.08	N/A	17.57
Regional Impact		NC-111 Catherine Lake Rd	US 258 (Richlands Hwy)	SR 1308 (Gum Branch Rd)	Construct continuation of NC 111 on new alignment to SR 1308 at existing SR 1324 intersection	5 - Construct Roadway on New Location	$ 30,204,000	**35.50**	58.58	82.08	70.18	6.15	N/A	30.52
Regional Impact	FS-1003A	NC-53 Western Boulevard	US 17 (Marine Boulevard)	NC 24 (Lejeune Boulevard)	Construct Median, intersection and Access Management Improvements from US Hwy 17 to NC Hwy 24 including Drainage Improvements at the NC Hwy 24 and Western Boulevard intersection.	11 - Access Management	$ 14,195,000	**32.38**	88.49	14.17	84.60	33.60	N/A	25.73
Regional Impact		US-421-TRUCK-South Front Street	US 17 Business/76/421 (Cape Fear Memorial Bridge)	US 421 (Burnett Boulevard)	Widen to Four Lane Divided Arterial, Add Multi-USe Path and Sidewalk	1 - Widen Existing Roadway	$ 9,952,000	**31.54**	45.57	0.00	83.15	43.00	N/A	6.11
Regional Impact		NC-11	SR 1110 (Hanrahan Road)		Upgrade intersection at NC 11 and SR 1110 (Hanrahan Road)	10 - Improve Intersection	$ 1,550,000	**28.95**	20.68	82.24	50.00	0.00	N/A	19.02
Regional Impact	U-4902B	US-17-BUS-Market Street	Colonial Drive	SR 1272 (New Centre Drive)	Construct Access Management Improvements	11 - Access Management	$ 3,375,000	**27.54**	74.01	17.25	91.63	4.73	N/A	10.76
Regional Impact		NC-148 Harvey Parkway	NC 58	NC 11	Expansion of Harvey Parkway, NC 58 to NC 11, Multi-Lanes on New Location.	5 - Construct Roadway on New Location	$ 62,858,000	**27.33**	41.53	11.26	65.16	35.16	N/A	61.59
Regional Impact		NC-53 Western Blvd	Jacksonville Parkway		Add right turn lane on southbound NC 53; add left turn lane on northbound NC 53	10 - Improve Intersection	$ 698,000	**26.66**	94.25	21.87	83.35	5.80	N/A	54.67
Regional Impact	FS-1003C	NC-172	Camp Lejeune Gate	US 17	Widen to Four Lane Divided Roadway	1 - Widen Existing Roadway	$ 105,200,000	**26.48**	42.19	0.00	71.81	34.13	N/A	18.59
Regional Impact		NC-133	I-140/US17 (Wilmington Bypass)	Division Drive	Widen Highway, Add Multi-USe Path	1 - Widen Existing Roadway	$ 28,897,000	**25.59**	55.15	0.00	77.08	25.26	N/A	6.38
Regional Impact		NC-111 Catherine Lake Rd	US 258 (Richlands Hwy)	SR 1221 (Fowler Manning Rd)	Widen roadway	1 - Widen Existing Roadway	$ 19,770,000	**24.71**	36.88	0.00	81.48	17.36	N/A	21.86
Regional Impact		US-421 Carolina Beach Road	NC 132 (South College Road)		Construct Flyovers at intersection	10 - Improve Intersection	$ 15,500,000	**23.83**	80.76	24.91	66.65	8.72	N/A	20.00
Regional Impact	U-2724	NC-133	US 74 (Martin Luther King, Jr. Parkway)	SR 1002 (Holly Shelter Road)	US 74 (Martin Luther King, Jr. Parkway) to SR 1002 (Holly Shelter Road) at Castle Hayne and Along SR 1002 to I-40. Widen to Multi- Lanes.	1 - Widen Existing Roadway	$ 111,437,000	**23.61**	49.09	3.20	69.19	22.70	N/A	29.64
Regional Impact		US-17-BUS-	US 17 (South 17th Street)	Covil Avenue	Construct a Road Diet, Add Bicycle Lanes	16 - Modernize Roadway	$ 6,840,000	**23.11**	59.20	0.00	88.69	3.77	N/A	8.61
Regional Impact		NC-210	US 17	SR 1568 (New River Inlet Rd)	Widen to a Multi-Lane Facility with Bicycle Lanes	1 - Widen Existing Roadway	$ 82,040,000	**22.90**	43.18	0.35	73.17	18.15	N/A	36.96
Regional Impact	FS-1002B	US-264-ALT-Greenville Boulevard	NC 11 (Memorial Drive)	NC 33 (East 10Th Street)	Widen to 6 Travel Lanes and Improve intersections from NC-11 to NC 33.	1 - Widen Existing Roadway	$ 64,508,000	**22.82**	70.10	4.26	82.14	5.74	N/A	20.38

Data and costs are for prioritization purposes only

Prioritization 3.0 Highway Quantitative Data and Scores

Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
Regional Impact		NC-53 Western Blvd	SR 1308 (Gum Branch Rd)		Add right turn lane on westbound NC 53, add left turn lane on southbound SR 1308, add right turn lane on eastbound SR (Western Blvd)	10 - Improve Intersection	$ 930,000	**22.77**	61.04	5.12	83.35	3.65	N/A	38.22
Regional Impact		NC-58 Emerald Drive	Coast Guard Road	Lee Avenue	Eliminate some driveways, eliminate some left turns in some areas, and improve some of the intersections.	11 - Access Management	$ 10,377,000	**22.41**	54.96	1.37	86.09	2.43	N/A	12.36
Regional Impact		US-421 Carolina Beach Road	NC 132	Sanders Road	Widen Carolina Beach Road from Sanders Road to College Road/NC 132/Piner Road	1 - Widen Existing Roadway	$ 9,574,000	**22.38**	87.12	6.85	79.10	4.95	N/A	12.67
Regional Impact		US-421	NC 210		Upgrade at grade intersection to interchange	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	$ 9,610,000	**21.71**	6.98	0.04	83.35	3.44	N/A	31.36
Regional Impact		US-17-BUS-	US 17 Bypass	SR 1308 (Gum Branch Road)	Construct intersection and Access Management Improvements on US 17 Business	11 - Access Management	$ 42,394,000	**21.53**	62.97	1.99	77.73	6.80	N/A	18.31
Regional Impact		- New Route - Jacksonville Parkway Extension	NC 53 (Western Boulevard)	US 17 (New Bern Highway)	Construct a Four-Lane Divided Expressway, Part on New Location, Part Upgrading SR 1324 (Ramsey Road)	6 - Widen Existing Roadway and Construct Part on New Location	$ 79,907,000	**21.13**	84.97	5.98	79.75	0.00	N/A	32.71
Regional Impact		NC-130 Holden Beach Rd	SR 1357 (Smith Ave)	end of State maintenance	Widen NC 130 to a multi-lane facility with multipurpose path from Smith Ave to the end of State maintenance.	1 - Widen Existing Roadway	$ 90,875,000	**20.50**	52.84	0.00	80.31	1.68	N/A	22.15
Regional Impact		US-17-BUS-Main Street	SR 1173 (Village Road)	Wall Street	Modernize bridge, extend, and include sidewalk on US 17 BUS / Main Street in Shallotte.	16 - Modernize Roadway	$ 542,000	**20.23**	92.34	0.00	77.76	3.15	N/A	17.33
Regional Impact		NC-53 Burgaw Highway	NC 24	SR 1113 (Murrill Hill Rd)	Widen NC 53 to a 4-Lane, Median Divided Facility from NC 24 to SR1113 (Murrill Hill Rd.).	1 - Widen Existing Roadway	$ 19,539,000	**19.90**	66.78	0.00	69.08	10.52	N/A	18.61
Regional Impact	R-3407C	NC-33	NC 222 at Belvoir Crossroads	US 264 Bypass	Widen to Multi-Lanes	1 - Widen Existing Roadway	$ 34,371,000	**19.72**	31.67	0.19	76.61	2.11	N/A	21.91
Regional Impact	R-2235C	US-258	SR 1136 (P. A. Nobles Store Road)	US 70 at Kinston	NC 24 West of Richlands to US 70 at Kinston. Widen to Multi-Lanes. Section C: SR 1136 (P. A. Nobles Store Road) to US 70 at Kinston.	1 - Widen Existing Roadway	$ 85,171,000	**19.17**	29.36	0.10	72.29	4.30	N/A	28.63
Regional Impact		NC-133	US 17/74/76	SR 1554 (Old River Road)	Upgrade Arterial; Add Landscaped Median, Left-Turn Lanes, Bicycle Lanes and Sidewalks	16 - Modernize Roadway	$ 5,130,000	**18.97**	62.96	0.00	70.48	5.40	N/A	11.00
Regional Impact		US-421 Carolina Beach Road	US 117 (Shipyard Boulevard)	George anderson Drive	Upgrade Arterial By Adding a Landscaped Median	11 - Access Management	$ 8,066,000	**18.74**	53.15	1.66	69.52	4.10	N/A	7.73
Regional Impact		US-13 , US-258	NC 91	US 258 Split	From the US 13 Bypass to the intersection of the proposed US 258 Bypass, upgrade to a 4-lane divided boulevard. From the proposed US 258 Bypass to the US 13/US 258 split, improve to a 4-lane median-divided expressway.	2 - Upgrade Arterial to Freeway/Expressway	$ 40,838,000	**18.31**	43.91	0.73	68.50	4.18	N/A	41.41
Regional Impact		NC-148 New Route - NC 11 Connector	Proposed US 70 Bypass	NC 11/58	Proposed US 70 Bypass to NC 11/58. Construct Multi-Lane Facility on New Location.	5 - Construct Roadway on New Location	$ 227,642,000	**18.31**	28.81	1.78	66.39	5.42	N/A	41.81
Regional Impact	R-2819	US-701	South of US 701 Business	I-40	South of US 701 Business to I-40. Widen to Multi-Lanes.	1 - Widen Existing Roadway	$ 87,513,000	**17.57**	27.68	0.13	66.47	3.69	N/A	25.28
Regional Impact		NC-58	SR 1444 (Carolina Dr)	SR 2010 (C.F. Harvey Parkway)	Widen to Multi-Lanes on Existing Location.	1 - Widen Existing Roadway	$ 77,832,000	**17.53**	20.04	0.00	61.21	8.92	N/A	7.13

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Prioritization 3.0 Highway Quantitative Data and Scores

Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
Regional Impact	R-3624	NC-101	NC 101 West of Beaufort-Morehead City Airport	NC 101 East of Beaufort-Morehead City Airport	Beaufort-Morehead City Airport, Relocation to Accommodate Extension of Runway Number 26. Two Lanes on New Location.	5 - Construct Roadway on New Location	$ 15,708,000	**17.35**	34.13	0.33	65.41	3.74	N/A	14.69
Regional Impact		NC-53 Burgaw Highway	US 258/NC 24 Jacksonville Bypass	I-40	Widen NC 53 to 4-lane divided facility	1 - Widen Existing Roadway	$ 237,908,000	**17.34**	21.65	0.00	65.99	3.37	N/A	31.86
Regional Impact		US-258	NC 58 (Kingold Blvd)	SR 2010 (C.F. Harvey Parkway)	Widen to Multi-Lanes on Existing Location	1 - Widen Existing Roadway	$ 48,617,000	**17.32**	28.19	0.17	64.63	4.50	N/A	19.60
Regional Impact		NC-41	NC 111	NC 24 in Beulaville	Widen to 24 Feet with Paved Shoulders and Turn Lanes Where Necessary	16 - Modernize Roadway	$ 7,182,000	**17.14**	22.30	0.00	66.14	2.42	N/A	17.49
Regional Impact		NC-43	North of Signature Drive	SR 1711 (Worthington Road)	Widen Existing 2-Lane and 3-Lane Roadway to a Mulit-Lane Urban Section Facility including Sidewalk, Landscaping, and Bicycle Improvements	1 - Widen Existing Roadway	$ 23,896,000	**17.09**	40.46	0.00	65.65	2.71	N/A	9.06
Regional Impact		NC-903	NC 11	Greene County Line	Widen Existing Pavement to 32 Ft (4Ft Widening Either Side to Accomodate Bicycle) - Utility Relocation, Structure Improvements, Widen Typical Roadway Section, Various intersection Improvements	16 - Modernize Roadway	$ 20,520,000	**17.01**	15.77	0.00	66.98	1.04	N/A	2.46
Regional Impact		NC-903	NC 11	Greene Co line	Widen roadway from 20 feet to 26 feet and resurface	16 - Modernize Roadway	$ 6,565,000	**17.01**	15.77	0.00	66.98	1.04	N/A	2.46
Regional Impact	R-5021	NC-211	SR 1500 (Midway Road)	NC 87	Widen to Multi-Lanes	1 - Widen Existing Roadway	$ 63,525,000	**16.83**	94.30	3.79	58.04	6.25	N/A	53.84
Regional Impact		NC-179-BUS-	US 17 BUS (Main Street)	SR 1184 (Ocean Isle Beach Road)	Widen NC 179 Business to a multi-lane facility with multipurpose path from US 17 Business (Main Street) to Ocean Isle Beach Road (SR 1184).	1 - Widen Existing Roadway	$ 54,967,000	**16.65**	41.87	0.00	65.31	1.28	N/A	3.32
Regional Impact		US-258	Snow Hill	Farmville	Snow Hill to Farmville. Modernize US 258, Widen to Twenty-Four Feet, Construct Paved Shoulders, Provide Turn Lanes at Various Locations and Realign Where Appropriate.	16 - Modernize Roadway	$ 23,028,000	**16.09**	37.32	0.00	60.63	3.71	N/A	17.83
Regional Impact	R-2250A	NC-11 New Route - Greenville Southwest Bypass	NC 11	South of NC 102	Construct Freeway on New Location	5 - Construct Roadway on New Location	$ 35,210,000	**16.06**	44.96	7.90	52.31	5.60	N/A	63.68
Regional Impact	R-2250B	NC-11 New Route - Greenville Southwest Bypass	South of NC 102	South of SR 1126 (Forlines Road)	Construct Freeway on New Location	5 - Construct Roadway on New Location	$ 73,720,000	**16.06**	44.96	7.90	52.31	5.60	N/A	61.68
Regional Impact	R-2250C	NC-11 New Route - Greenville Southwest Bypass	South of SR 1126 (Forlines Road)	US 264 Bypass	Construct Freeway on New Location	5 - Construct Roadway on New Location	$ 123,140,000	**16.06**	44.96	7.90	52.31	5.60	N/A	61.68
Regional Impact	R-3302	NC-53 New Route - Burgaw Bypass	NC 53 West of SR 1120 (Malpass Corner)	NC 53 West of I-40	Modernize roadway and add shoulders, some new location	6 - Widen Existing Roadway and Construct Part on New Location	$ 31,190,000	**15.95**	26.41	0.00	60.47	3.31	N/A	20.07
Regional Impact		NC-102	NC 11	Verna Avenue	Widen to a Multi-Lane Facility with Sidewalks	1 - Widen Existing Roadway	$ 5,264,000	**15.78**	34.00	0.36	58.89	3.95	N/A	7.40
Regional Impact		US-70	NC 101	SR 1429 (Olga Road)	Eliminate some driveways, eliminate left turns in some areas, install a median in some locations, and improve some of the intersections.	11 - Access Management	$ 13,849,000	**15.50**	67.90	0.00	57.46	4.55	N/A	11.33
Regional Impact		NC-101	US 70	SR 1163 (Laurel Road)	widen roadway from 23 feet to 28 feet and resurface	16 - Modernize Roadway	$ 5,413,000	**15.44**	28.54	0.00	58.67	3.09	N/A	12.23
Regional Impact		NC-92	Bridge #45 outside Bath	NC 306	widen roadway from 18 feet to 28 feet and resurface	16 - Modernize Roadway	$ 4,745,000	**15.37**	8.71	0.00	60.78	0.69	N/A	23.36

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Prioritization 3.0 Highway Quantitative Data and Scores

Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
Regional Impact		NC-179 Beach Dr SW	South Carolina State Line	SR 1163 (Old Georgetown)	Widen NC 179 to a multi-lane facility with multipurpose path from the South Carolina State Line to Old Georgetown (SR 1163),	1 - Widen Existing Roadway	$ 25,415,000	**15.23**	70.28	2.21	57.88	1.28	N/A	5.58
Regional Impact	R-3308	US-258	Crescent Road in Kinston in Lenoir County	US 64 at Tarboro in Edgecombe County	Crescent Road in Kinston in Lenoir County to US 64 at Tarboro in Edgecombe County. Multi-Lanes on New Location.	5 - Construct Roadway on New Location	$ 717,536,000	**15.20**	22.51	0.12	58.21	2.47	N/A	20.54
Regional Impact	R-4423	US-258 , NC-91	SR 1573 (Dobbs Farm Road) in Kinston	US 264 Alternate	SR 1573 (Dobbs Farm Road) in Kinston to US 264 Alternate. Widen to Multi- Lanes with a Bypass of Snow Hill.	6 - Widen Existing Roadway and Construct Part on New Location	$ 159,329,000	**15.13**	19.27	0.96	57.59	2.15	N/A	24.20
Regional Impact	R-3102	NC-58 New Route	Kinston	Wilson	Kinston to Wilson. Construct a Freeway on New Location.	5 - Construct Roadway on New Location	$ 463,923,000	**14.87**	18.96	0.28	50.05	9.21	N/A	15.70
Regional Impact		NC-58 King Old Boulevard	US 13	Chelsea Drive	Construct Multilane Section with Divided Median - Access Management.	11 - Access Management	$ 30,274,000	**14.49**	44.87	0.00	53.72	4.26	N/A	13.09
Regional Impact		NC-53	SR 1400	US 117 Bypass	Upgrade NC 53 in Burgaw to Enhance Safety and Improve Traffic Flow	16 - Modernize Roadway	$ 5,928,000	**14.43**	28.15	0.00	54.11	3.60	N/A	20.22
Regional Impact		NC-11	SR 1735 (Ferrell Road)	SR 1109 (Jacksontown Road)	Upgrade existing expressway to freeway standards	3 - Upgrade Expressway to Freeway	$ 140,474,000	**14.41**	18.79	0.56	51.06	6.15	N/A	51.25
Regional Impact		NC-92	SR 1334 (Camp Leach Road)	NC 306	NC 92 Widen and Resurface Current Facility to include Four (4) Foot Wide Paved, on Each Side, Shoulders to Accommodate Bicycled Traffic from Camp Leach Road (SR 1334) to the Bayview Ferry Landing. This Will Create An Uninterrupted Bicycle Trail from Goos	16 - Modernize Roadway	$ 39,672,000	**14.36**	13.37	0.00	51.30	6.12	N/A	24.09
Regional Impact		NC-92 , NC-99	SR 1773 (Bishop Road)	SR 1732 (Burbage Road)	Back Creek Bridge to NC 99 (Ramsonville) Relocate Utilities, Modernize, Widen and Resurface with intersection Improvements	16 - Modernize Roadway	$ 18,810,000	**14.24**	7.11	0.00	56.29	0.69	N/A	23.11
Regional Impact		NC-904 Seaside Road	US 17	NC 179	Upgrade from NC 179 to US 17 to Alleviate Congestion and Improve Safety. This Highway Acts As a Hurricane Evacuation Route	1 - Widen Existing Roadway	$ 19,992,000	**13.99**	51.02	0.00	53.90	2.08	N/A	28.00
Regional Impact		NC-133	Proposed Cape Fear Crossing	US 17/74/76	Widen NC 133 (River Road) from the Planned Cape Fear Crossing to the interchange at US 17/74/76	1 - Widen Existing Roadway	$ 34,401,000	**13.95**	43.86	0.00	51.87	3.93	N/A	9.48
Regional Impact		US-421	NC 55	NC 210	Widen existing roadway to multi-lanes from NC 55 intersection in Harnett County to just north of the NC 210 intersection in Pender County.	1 - Widen Existing Roadway	$ 512,883,000	**13.89**	17.48	0.02	45.76	9.78	N/A	23.89
Regional Impact		US-17 Bus	Main Street	US 17 bypass	Upgrade existing facility to a four lane boulevard with curb and gutter	11 - Access Management	$ 10,670,000	**13.84**	23.15	0.00	52.32	3.05	N/A	8.00
Regional Impact		NC-211	US 17	SR 1500 (Midway Road)	Upgrading in Anticipation of Additional Residential and Commercial Development in the Area	1 - Widen Existing Roadway	$ 50,114,000	**13.82**	41.91	0.57	51.58	3.26	N/A	30.90
Regional Impact	R-2204B	NC-11 , NC-903	North of Kenansville	South of Pink Hill	NC 24 at Kenansville to SR 1194 (Rosewood Drive) North of Pink Hill. Widen to Four Lanes Divided with a Bypass of Pink Hill on New Location. Section B: North of Kenansville to South of Pink Hill.	1 - Widen Existing Roadway	$ 74,187,000	**13.64**	14.67	0.02	53.76	0.78	N/A	13.16

Prioritization 3.0 Highway Quantitative Data and Scores

Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
Regional Impact		NC-210	SR1002 (Island Creek Rd)		Improve safety at intersection of NC210 and SR1002 Island Creek Road in Pender County	10 - Improve Intersection	$ 1,240,000	**13.51**	18.15	0.00	50.00	4.05	N/A	12.59
Regional Impact	R-2235A	US-258	NC 24 West of Richlands	NC 41	NC 24 West of Richlands to US 70 at Kinston. Widen to Multi-Lanes. Section A: NC 24 West of Richlands to NC 41.	1 - Widen Existing Roadway	$ 62,479,000	**13.50**	17.86	0.04	51.23	2.74	N/A	35.16
Regional Impact		US-13	I-95	I-40	Widen to Multi-Lanes from I-95 in Cumberland County to I-40 in Sampson County.	1 - Widen Existing Roadway	$ 204,786,000	**13.36**	22.09	0.04	49.00	4.39	N/A	23.79
Regional Impact		NC-241	SR 1115 (Bob Stroud Rd) End of Existing 4 Lanes	NC 24 (East and West of Beulaville)	Upgrade NC 11, NC 241, and NC 24 to Multi-Lanes on Partial New Location. Project includes Bypass of Pink Hill, Improving 241 South, and a Beulaville Bypass North of town from SR 1962 West of Beulaville to SR 1720 East of Beulaville.	6 - Widen Existing Roadway and Construct Part on New Location	$ 133,884,000	**13.22**	16.56	0.00	50.85	2.03	N/A	17.03
Regional Impact	R-4746	US-70 , NC-12	NC 101 in Beaufort	Cedar Island	NC 101 in Beaufort to Cedar Island. Upgrade Existing Roadway.	16 - Modernize Roadway	$ 59,166,000	**13.03**	17.05	0.00	44.51	7.62	N/A	17.33
Regional Impact		NC-210	East of intersection with SR 1120 (Malpass Corner Rd)/SR 11201 (Bell Williams Rd)	South of intersection with SR1120/SR 1121	Realign NC 210 to eliminate stop sign/right turn at intersection.	10 - Improve Intersection	$ 775,000	**12.99**	6.77	0.00	50.00	1.95	N/A	16.97
Regional Impact	R-3407B	NC-33	NC 42 at Scott'S Crossroads	NC 222 at Belvoir Crossroads	Widen to Multi-Lanes	1 - Widen Existing Roadway	$ 43,200,000	**12.81**	17.19	0.05	49.97	1.22	N/A	16.73
Regional Impact		NC-903	US 258	Pitt County Line	Snow Hill to Pitt County. Utility Relocation, Modernization, Widening, Resurfacing, intersection Improvements, Strengthening.	16 - Modernize Roadway	$ 24,738,000	**12.79**	15.11	0.00	49.49	1.69	N/A	16.36
Regional Impact		US-258 , US-17-BUS-	Intersection of US 258 & US 17 Business		Upgrade at grade intersection to interchange	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	$ 25,110,000	**12.57**	53.98	0.34	50.00	0.00	N/A	100.00
Regional Impact		NC-11 , SR-1108 Littlefield Road	intersection of NC 11 and SR 1108 (Littlefield Rd)		Upgrade at-grade intersection	10 - Improve Intersection	$ 1,550,000	**12.51**	26.73	0.06	50.00	0.00	N/A	18.86
Regional Impact	R-2601	US-264	NC 32	NC 99 at Belhaven	NC 32 to NC 99 at Belhaven. Widen to Multi-Lanes.	1 - Widen Existing Roadway	$ 119,140,000	**12.48**	23.64	0.11	47.42	2.40	N/A	30.77
Regional Impact	R-2204C	NC-11 , NC-903	South of Pink Hill in Duplin County	NC 11 North of Pink Hill in Lenoir County	NC 24 at Kenansville to SR 1194 (Rosewood Drive) North of Pink Hill. Widen to Four Lanes Divided with a Bypass of Pink Hill on New Location. Section C: Pink Hill Bypass, South of Pink Hill in Duplin County to NC 11 North of Pink Hill in Lenoir County.	5 - Construct Roadway on New Location	$ 16,975,000	**12.18**	17.99	0.51	46.56	1.73	N/A	25.32
Regional Impact	R-4463A	NC-43	US 17	US 70	Construct Roadway on New Location	5 - Construct Roadway on New Location	$ 11,375,000	**11.89**	29.42	20.22	15.08	16.32	N/A	57.64
Regional Impact	R-2531	NC-41	NC 11 in Tin City	East of I-40	Widen to Multi-Lanes	1 - Widen Existing Roadway	$ 23,770,000	**11.48**	41.75	0.25	42.48	3.26	N/A	26.07
Regional Impact		US-13-BYP-	NC 58 (Kingold Blvd)	NC 91	From NC 58 (Kingold Blvd) to Second St, widen from 2 lanes to a 3-lane facility with a center turn lane. From Second St to NC 91, at the very least, restripe to accommodate the transition from the 3-lane widening recommendation to the south (US 13 Bypass from NC 58 (Kingold Blvd) to Second St) to the 4-lane widening recommendation to the north (US 13 from NC 91 to the US 13/US 258 split).	1 - Widen Existing Roadway	$ 7,082,000	**11.23**	41.44	0.00	39.17	5.77	N/A	14.50

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Regional Impact		NC-33	NC 306	SR 1565 (Grimesland Bridge Road),	Widen Current Two-Lane Facility to a Multi-Lane Facility from the town of Aurora to Grimesland.	1 - Widen Existing Roadway	$ 306,486,000	**11.16**	21.88	0.08	41.65	2.93	N/A	31.68
Regional Impact		NC-102	NC 43 (in Pitt Co)	US 17 (in Beaufort Co)	widen roadway from 21 feet to 26 feet and resurface	16 - Modernize Roadway	$ 5,583,000	**10.93**	6.17	0.00	42.60	1.14	N/A	14.96
Regional Impact		NC-99	NC 306	SR 1722 (S. Savannah Rd)	widen roadway from 19 feet to 28 feet and resurface	16 - Modernize Roadway	$ 3,065,000	**10.91**	4.27	0.00	43.07	0.55	N/A	20.67
Regional Impact		NC-903	US 258 (in Greene Co)	Duplin Co line	widen roadway from 20 feet to 26 feet and resurface	16 - Modernize Roadway	$ 18,017,000	**10.22**	9.93	0.00	39.72	1.15	N/A	10.33
Regional Impact		NC-306	County Line	Minnesott Beach Ferry	Resurface and Widen, Modernization.	16 - Modernize Roadway	$ 44,802,000	**10.06**	13.78	0.00	33.77	6.45	N/A	12.15
Regional Impact		NC-179-BUS-Beach Dr	SR 1184 (Ocean Isle Beach Road SW)	NC 904 (Seaside Road)	Widen NC 179 BUS to a multi-lane facility with multipurpose path from Ocean Isle Beach Road SW (SR 1184) to the NC 904 (Seaside Road).	1 - Widen Existing Roadway	$ 34,384,000	**9.98**	57.20	0.00	38.12	1.81	N/A	4.54
Regional Impact		NC-24-BUS-Johnson Boulevard	US 17 Business	NC 24	Construct Median & intersection Improvements from US 17 Business to Lejeune Boulevard.	11 - Access Management	$ 3,928,000	**9.90**	10.54	0.00	35.48	4.13	N/A	4.17
Regional Impact		NC-211 Southport Supply Road SE	SR-1500 (Midway Road)		Upgrade at grade intersection to an interchange	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	$ 25,110,000	**9.89**	43.14	0.07	33.35	6.15	N/A	49.10
Regional Impact		NC-306	NC 33 (in Beaufort Co)	NC 55 (in Pamlico Co)	Widen roadway from 22 feet to 28 feet and resurface	16 - Modernize Roadway	$ 12,596,000	**8.97**	15.78	0.00	33.65	2.22	N/A	16.46
Regional Impact		NC-210	NC 50 coming from Town of Hollyridge	B-4929 Bridge at Surf City project	Widen NC 210 to a 4-lane divided facility from NC 50 to B-4929 limits	1 - Widen Existing Roadway	$ 24,609,000	**8.81**	46.17	3.90	30.38	1.74	N/A	39.67
Regional Impact	R-2821	US-701-BUS-	NC 24 Relocation	SR 1924	NC 24 Relocation to SR 1924. Widen to Multi-Lanes.	1 - Widen Existing Roadway	$ 30,564,000	**8.69**	24.65	0.08	31.62	3.08	N/A	19.46
Regional Impact	R-2815	NC-403	US 117	Faison City Limits	US 117 to Faison City Limits. Widen to Multi-Lanes.	1 - Widen Existing Roadway	$ 11,063,000	**7.93**	11.89	0.45	29.36	2.00	N/A	9.48
Regional Impact		NC-403	US 117	Faison City Limits	US 117 to Faison City Limits. Widen to Twenty-Four Feet, Construct Paved Shoulders, Provide Turn Lanes at Various Locations.	16 - Modernize Roadway	$ 5,928,000	**7.80**	11.90	0.00	29.21	2.00	N/A	3.87
Regional Impact		NC-55	NC 304	Straight Road	Utility Relocation, Modernization, Widen and Resurface, and intersection Improvements.	16 - Modernize Roadway	$ 25,536,000	**7.77**	18.79	0.00	29.85	1.23	N/A	16.95
Regional Impact		NC-58	Atlantic Beach	Emerald Isle	Eliminate some driveways, eliminate left turns in some areas, improve some of the intersections, install a median and put in turn lanes where necessary	1 - Widen Existing Roadway	$ 89,510,000	**7.58**	30.02	0.73	28.40	1.35	N/A	8.38
Regional Impact		NC-148 CF Harvey Pkwy	US 258	NC 58	Upgrade roadway to full controlled access freeway.	2 - Upgrade Arterial to Freeway/Expressway	$ 54,120,000	**7.13**	3.58	0.16	27.38	1.00	N/A	10.90
Regional Impact	R-2820	US-701	I-40	Newton Grove	I-40 to Newton Grove. Widen to Multi-Lanes.	1 - Widen Existing Roadway	$ 5,338,000	**6.83**	23.49	0.06	23.82	3.45	N/A	24.67
Regional Impact		NC-179 Old Georgetown Rd	NC 904 (Seaside Rd)	NC 179 BUS (Beach Dr)	Widen NC 179 to a multi-lane facility with sidewalk from NC 904 (Seaside Road) to Beach Drive (179B).	1 - Widen Existing Roadway	$ 28,193,000	**5.88**	41.54	0.55	22.11	0.98	N/A	3.30
Regional Impact		NC-130 Whiteville Rd	SR 1320 (McMilly Rd)	NC 179 (Village Rd)	Widen NC 130 to a multi-lane facility with sidewalk from McMilly Road (SR 1320) Village Road (NC 179).	1 - Widen Existing Roadway	$ 18,294,000	**5.81**	43.69	1.76	19.31	2.53	N/A	7.47

Data and costs are for prioritization purposes only

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Prioritization 3.0 Highway Scoring Criteria Summary Report

March 2014

In 2013, the North Carolina General Assembly created the Strategic Transportation Investments Act (STI) to strengthen the state's economy and provide a new formula to direct construction funds through strategic transportation investments. Governor Patrick McCrory signed the Act on June 26, 2013. Governor McCrory and the N.C. Department of Transportation (NCDOT) are committed to improving the quality of life for citizens in North Carolina. The desire is to find more efficient ways to better connect all North Carolinians - to jobs, health care, education and recreational experiences. The STI law will help make that possible by better leveraging existing funds to enhance the state's infrastructure, providing greater opportunity for economic growth.

The STI law outlines a new Strategic Mobility Formula (SMF) which is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina's transportation infrastructure, create jobs and help boost the economy.

The NCDOT Board of Transportation, on November 7, 2013, approved the criteria, weights and measures that will be used in the SMF. The following pages provide a brief description of each criteria, how it will be measured, its data source and what percentage it is of a project's overall score. The hope is that this information provides a clear, concise and transparent view of the data used in the SMF.

Please be aware all criteria are measured on a 0 to 100 point scale. Also, the STI law allowed alternate criteria to be used if all the affected Metropolitan Planning Organizations (MPO), Rural Planning Organizations (RPO's) and the Division Engineer in that area agreed upon alternate criteria. NCDOT paired funding Division's 1 and 4 and Division's 2 and 3 and the respective MPOs and RPs have agreed on alternate criteria and they are defined and outlined at the end of this document.

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Congestion

Definition

A measure of the existing level of mobility along a roadway – measured by a combination of the traffic volume (autos and trucks) and the capacity of the roadway to handle that traffic volume. For projects on new location (such as a bypass or loop facility) the existing data comes from a "parallel route". The parallel route is defined as the roadway(s) motorists currently use to travel between the beginning and end of the proposed project.

The purpose of this measure is to indicate the severity of congested locations and bottlenecks in the state. The higher the score the greater the indication of congestion.

Formula

((Existing Traffic Volume / Roadway Capacity Ratio x 100) x 60%) + ((Existing Traffic Volume/1,000) x 40%)

Data Source

Traffic volumes are provided by NCDOT Traffic Survey Unit and represent the year 2012. Roadway capacity is determined by nationally accepted engineering standards customized for NCDOT by NC State University.

Criteria Percent Weight by STI Category:

Statewide Mobility – 30%
Regional Impact – 25%
Division Needs – 20%

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Benefit / Cost

Definition

Benefit – a measure of the travel time savings the project is expected to provide over 30 years. The calculation uses a combination of existing volumes, a congestion factor (measure volume to capacity ratio of roadway today vs.in the future) and both current facility and proposed project speeds and lengths. The result captures the travel time it takes one vehicle from the beginning and end points of the project improvement. The travel time difference is then calculated by the annual average daily traffic on that roadway over 30 years (using current volumes not future volumes).

To complete the calculation the benefit is converted to productivity savings (represented as dollars) gained by the user due to the construction of the project. The current NC average for this is $22/hour. If the proposed project is on new location the project travel time savings are calculated using one or more parallel routes which represent how a user traverses a similar distance today.

Cost – a measure of the cost of the project, including right-of-way, utility relocation, construction, and environmental mitigation (if known) costs. Project costs are generated by a new cost estimation tool built by NCDOT's Engineering Applications Development staff and *represent a point in time high-level planning estimate for prioritization scoring purposes only*. The most up-to-date information is used to generate project costs, including standard unit costs for various infrastructure improvements and statewide parcel/tax map data for right-of-way costs. Utility costs are based on a percentage of the right of way costs. The cost estimation tool also accounts for terrain differences throughout the state. The Department will utilize any other up-to-date cost estimates if available and provided by local agencies.

Ultimately projects costs are the cost to the Department and/or (from the perspective of the Strategic Transportation Investments law) the cost to the state's Highway Trust Fund. Communities can help lower project costs by providing local dollars (non-State and non-Federal) to the Department at the time the project score is generated. If local funds are committed to the project and project is selected for funding up to 50% of the local commitment will be returned to the local area where the funding was provided (at the time the project is let for construction).

Formula

Benefit (in the numerator) divided by the Cost (denominator) equals Benefit/Cost ratio.

Data Source

Travel time savings are generated from NCDOT's state maintained roadway data. Statewide average productivity rates are sourced to the EDR Group (owners of the TREDIS software used in the Economic Competiveness calculation).

Criteria Percent Weight by STI Category:

Statewide Mobility – 30%
Regional Impact – 25%
Division Needs – 20%

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Economic Competitiveness

Definition and Data Source

A measure of the positive impacts to the economy generated by the highway infrastructure improvement. The economic competiveness "score" is calculated from both the change in gross domestic product (or increased productivity) in a single NCDOT Division (with and without the project) over 30 years and from the expected long term jobs created by the highway infrastructure improvement. Both components of the calculation are equally weighted and the resulting economic output is translated into points associated with the overall quantitative score of the project.

TREDIS (Transportation Research Economic Development Impact System) is a nationally recognized economic model used by NCDOT to produce economic output for this criteria. TREDIS was chosen over other economic models due to its ease of use and cost and its track record (now utilized by over 45 other governmental agencies in the country. A 2012 independent evaluation by the State Smart Transportation Initiative sponsored by the Wisconsin DOT and the Federal Highway Administration scored TREDIS in the highest category for its ability "to be used to measure the economic impact of employment, industry activity, and economic demand…" while some other economic models were "limited in their use".

Change in gross domestic product (50% of the scoring):

TREDIS uses Bureau of Labor Statistics data to create a baseline of economic conditions in a single NCDOT Division (captures existing industry, workforce and labor market info) without the highway project. It then uses Moody's economic data to forecast a future economic baseline (30 years) with the highway project in place. The primary inputs in this forecast are travel time savings, project location, and freight traffic. The change in the future condition compared to the current condition is the change in the gross domestic project (or increased productivity) in the NCDOT Division where the project is located. This increased productivity is due to a more efficient movement of people and goods in the area and therefore local industries can better compete, wages increase, and the Division becomes more attractive for job growth. The greater the change in gross domestic product, the greater the score for the project.

Job Creation (50% of the scoring):

TREDIS also measures short-term and long-term employment impacts generated by the highway project, both of which account for direct, indirect, and induced jobs. Short-term employment impacts are excluded since they likely disappear after the project is complete. Typically the more expensive the project, the more short-term jobs are created, regardless of where the projects are located. Long-term employment impacts are considered more important to show the longer term economic ripple affect due to the highway investment. This calculation is also over a 30-year period. The more jobs created, the greater the number of points.

Formula

Number of long-term jobs created (50%) + Value added in dollars $ based on productivity change in NCDOT Division Economy (50%)

Criteria Percent Weight by STI Category

Statewide Mobility – 10%

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Safety

Definition

A measure of existing crashes along/at the project based upon a three year rolling average of accident statistics (years 2010-2012). The following components (equally weighted) added together constitute the quantitative score for this criteria:

- Crash Density: The crash density of the study area versus the average crash density of similar facilities.

- Severity Index: Crashes are categorized by five levels of severity. An index is created using crash severity data.

- Critical Crash Rate: The most severe crashes within the levels of severity are identified as critical crashes. The critical crash rate along the route is determined vs. the critical crash rate for the study area.

Intersection safety scores will be calculated manually by the Mobility and Safety Division and all other safety scores are automatically generated. Regarding the score for a project the higher the crash density, severity index and critical crash rate, the more points awarded (and therefore indicates poor performing roadway/intersection location).

Formula

The calculation of safety scores varies depending on whether the project is located along a roadway segment or at an intersection:

Segments -- (Crash Density x 33%) + (Severity Index x 33%) + (Critical Crash Rate x 33%)

Intersections -- (Crash Frequency x 50%) + (Severity Index x 50%)

Data Source

All crash related data, rates and statistics come from NCDOT's Traffic Safety Unit.

Percent Weight by STI Criteria

Statewide Mobility – 10%
Regional Impact - 10%
Division Needs – 10%

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Multimodal [& Freight + Military]

Definition

This is a measure of existing congestion along key military and truck routes, and routes on projects that make connection to transportation terminals. A multi-component combination of the following are added to constitute the project score for this criteria.

25% - Volume/Capacity Ratio on projects along Non-Interstate STRAHNET Routes. STRAHNET routes are US military designated routes to move military traffic.

25% - Volume/Capacity Ratio on projects along routes that provide direct connection (touch the property line) to a transportation terminal along a roadway with an access point (airport, seaport, rail depot, ferry terminal, transit terminal, major military base, and freight intermodal terminal (includes air/truck/rail/pipeline terminals). These are defined as FHWA's National Highway System Intermodal Terminals (plus 9 others recommended by the P3.0 Workgroup).

50% - Truck Volumes / 100.

Formula

((V/C Ratio [STRAHNET] x 100) x 25%) + ((V/C Ratio [Route to Transportation Terminal] x 100) x 25%) + (Truck Volumes / 100 x 50%)

Data Source

STRAHNET route (US Military) and Federal Highway Administration definitions for terminals. Truck volumes are sourced to NCDOT's Traffic Survey Unit.

Percent Weight by STI Criteria

Statewide Mobility – 20%

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Accessibility / Connectivity

Definition

Goal: To improve reliability of commuter travel and efficient goods movement statewide. This will be measured as a highway scoring criteria using three components:

- 20% - County Tier Designation – Points are based on the Department of Commerce's county tier designation and the traffic volume along the roadway.

- 40% - Does a project upgrade impact roadway function? – Points are based on whether the project upgrades the roadway to one which provides a higher level of mobility by enhancing traffic flow, eliminating/bypassing signalized sections, increasing control of access, and accounting for the traffic volume along the roadway.

- 40% - Commuting times by census tracts – Points are based on the average commuting time in the census tract(s) in which the project is located.

Formula

1.Department of Commerce County Tier Designation

- Project in a
  Tier 1 County = Volume / 200
  (20,000+ vpd = 100 pts)
- Project in a
  Tier 2 County = Volume / 300
  (20,000+ vpd = 67 pts)
- Project in a
  Tier 3 County = Volume / 600
  (20,000+ vpd = 33 pts)

2. Upgrade Roadway Function

- Focus on improving how the roadway functions, with emphasis on enhancing traffic flow, removing/bypassing traffic signals, and increasing access control
- Applicable to Statewide Mobility and Regional Impact network routes (all primary routes)
- Eligibility based on combination of Existing Facility Type and Project Facility Type (see table on next page)
- If eligible, project volume/ 200 = score

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Existing Facility Type (From)	Project Facility Type (To)
Two Lane Highway	Freeway
Two Lane Highway	Multilane Highway (Expressway)
Two Lane Highway	Superstreet
Multilane Highway (Expressway)	Freeway
Arterial (Signalized Roadway)	Freeway
Arterial (Signalized Roadway)	Multilane Highway (Expressway)
Arterial (Signalized Roadway)	Superstreet
Superstreet	Freeway
Superstreet	Multilane Highway (Expressway)

3. **Commute Times**
   - Based on Average Commute Times from 2010 using Census Tracts
     - (Average Commute Time – 20) x 5
     - (40+ minute commute time = 100 pts)
   - Use weighted average commute time for projects that cross multiple Census Tracts
   - Commute times > 20 minutes receive points

Data Source(s)

Department of Commerce County Tier Designations, 2010 Census commute statistics, NCDOT roadway database

Percent Weight by STI Criteria

Regional Impact – 10%

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Lane Width

Definition

Measure the existing lane width vs. DOT design standard. The existing Lane Width – DOT design standard Lane Width

Formula

Greater the difference, the higher points the project receives

1 ft difference = 25 pts
2 ft difference = 50 pts
3 ft difference = 75 pts
4+ ft difference = 100 pts

Data Source

NCDOT Roadway database

Percent Weight by STI Criteria

Not used in Statewide “default” criteria.

It is used in Alternate Criteria for Divisions 1 and 4 as follows:

- Regional Impact - 10%
- Division Needs - 10%

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Shoulder Width

Definition

Measure the existing paved shoulder width vs. DOT design standard. The existing Paved Shoulder Width – DOT design standard Paved Shoulder Width

Formula

Greater the difference, the higher points the project receives

1 ft difference = 25 pts
2 ft difference = 50 pts
3 ft difference = 75 pts
4+ ft difference = 100 pts

Data Source

NCDOT Roadway database

Percent Weight by STI Criteria

Not used in Statewide “default” criteria.

It is used in Alternate Criteria for Divisions 1 and 4 as follows:

- Regional Impact - 10%
- Division Needs - 10%

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ALTERNATE CRITERIA FOR DIVISIONS 2 & 3 - PRIORITIZATION 3.0

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	**[Travel Time] Benefit/Cost = 30%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. **Congestion = 30%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). **Economic Competitiveness = 10%** • Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years. **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 20%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 100%**	N/A	N/A
Regional Impact	**[Travel Time] Benefit/Cost = 20%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. **Safety = 25%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 25%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 70%**	**15%**	**15%**
Division Needs	**Congestion = 20%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). **Safety = 20%** • Evaluation of the number, severity, and frequency of crashes along the roadway. **Multimodal [& Freight + Military] = 10%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. **Total = 50%**	**25%**	**25%**

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Prioritization 3.0 Highway Quantitative Data and Scores

Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity	Lane Width	[Paved] Shoulder Width
Division Needs		SR-1708 Firetower Road	NC 43 (Charles Boulevard)	SR 1704 (Fourteenth Street)	Widen Existing 2-Lane Roadway to a Multi-Lane Urban Section Facility	1 - Widen Existing Roadway	$ 6,233,000	**35.42**	90.02	11.97	87.06	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1726 Business Drive	SR 1176 (Bridges Street Extension)	US 70 (Arendell Street)	Construct and widen a 2-lane major thoroughfare with 12-ft lanes and 2-ft shoulders on new location and existing roadway.	6 - Widen Existing Roadway and Construct Part on New Location	$ 21,823,000	**30.73**	70.25	0.00	79.08	8.63	N/A	N/A	N/A	N/A
Division Needs		- New Route - Bridges Street Extension	Existing Bridges Street	SR 1147 (McCabe Rd)	Extension of Bridges Street to the Vicinity of Newport.	6 - Widen Existing Roadway and Construct Part on New Location	$ 44,220,000	**29.51**	68.71	0.00	74.71	8.25	N/A	N/A	N/A	N/A
Division Needs		SR-1306-BUS-15th Street	US Hwy 17 Business (Carolina Avenue)	Brown Street	Widen 15th Street to a four lane divided boulevard from US 17 Business to Brown Street	11 - Access Management	$ 16,200,000	**26.54**	47.49	0.65	85.20	0.00	N/A	N/A	N/A	N/A
Division Needs	U-2817	SR-1700 Evans Street/Old Tar Road	SR 1711 (Worthington Road) in Winterville	US 264A (Greenville Boulevard)	Widen to Multi-Lanes	1 - Widen Existing Roadway	$ 33,140,000	**25.81**	66.66	5.15	62.40	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1708 Firetower Road, Portertown Road, SR-1726	SR 1704 (Fourteenth Street)	NC 33	Widen Existing 2-Lane Roadways to Multi-Lane Urban Section Facilities . includes intersection Improvements at Firetower Road and Portertown Road Change the Primary Movement to East Firetower Road and the Northern Leg of Portertown Road	1 - Widen Existing Roadway	$ 23,755,000	**25.75**	50.84	1.36	77.91	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1203 Allen Road	SR 1467 (Stantonsburg Road)	US 13 (Dickinson Avenue)	Widen Existing 2 and 3 Lane Roadway to Multi-Lane Urban Section Facility with Sidewalk, Bicycle, and Landscaping Improvements	1 - Widen Existing Roadway	$ 19,432,000	**24.42**	65.52	3.30	56.59	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1704 Fourteenth Street	Red Banks Road	SR 1708 (Firetower Road)	Widen Existing 2-Lane Roadway to a Multi-Lane Urban Section Facility with intersection Improvements from Red Banks Road to Firetower Road (SR 1708)	1 - Widen Existing Roadway	$ 12,035,000	**22.70**	45.85	1.26	67.66	0.00	N/A	N/A	N/A	N/A
Division Needs	U-5606	SR-1598 Dickinson Avenue	NC 11	SR 1610 (Reade Circle)	Demolition and Replacement of Subgrade, Asphalt, and Curb & Gutter, Demolition of Concrete Slab Beneath Roadway; As Necessary Provide Drainage Repairs and Upgrades, Removal / Replacement of Existing Sidewalk and Construction of Wheelchair Ramps to Meet Current Ada Requirements.	16 - Modernize Roadway	$ 10,000,000	**21.67**	34.16	0.00	73.55	1.25	N/A	N/A	N/A	N/A
Division Needs		SR-1126 Boyd Street	NC 11	Railroad Street	Widen to Meet tolerable Lane Width Requirements, Provide Bicycle and Pedestrian Facilities, Construct Curb and Gutter and Associated Drainage Structures, and Construct Turn Lanes to Allow the Facility to Serve As a Connector Between NC 11 and Railroad Street	16 - Modernize Roadway	$ 1,710,000	**21.37**	6.86	0.00	99.99	0.00	N/A	N/A	N/A	N/A
Division Needs	U-3448	SR-1278 Trent Road	US 17 (Martin Luther King, Jr. Boulevard)	SR 1215 (Simmons Street)	US 17 (Martin Luther King, Jr. Boulevard) to SR 1215 (Simmons Street). Widen to Multi-Lanes.	1 - Widen Existing Roadway	$ 13,172,000	**21.11**	37.62	0.98	67.94	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1713	NC 11	SR 1149 (Mill Street)	Laurie Ellis Rd Extension/Connector: Construct on New Location 2-Lane Roadway with Bicycle and Pedestrian Facilities. Construct intersection with NC11 Turn Lane Improvements and Traffic Light installation	5 - Construct Roadway on New Location	$ 1,364,000	**20.98**	29.21	46.66	75.71	0.00	N/A	N/A	N/A	N/A
Division Needs	U-3431	SR-1763 Miller Boulevard	SR 1756 (Lake Road)	Outer Banks Drive	SR 1756 (Lake Road) to Outer Banks Drive. Widen to Multi-Lanes.	1 - Widen Existing Roadway	$ 13,013,000	**20.44**	31.84	0.67	64.34	12.00	N/A	N/A	N/A	N/A

Data and costs are for prioritization purposes only

Prioritization 3.0 Highway Quantitative Data and Scores

Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity	Lane Width	[Paved] Shoulder Width
Division Needs	U-5006	SR-1708 New Route - Firetower Road Extension	SR 1127 (Frog Level Road)	NC 11/903	Construct Multi-Lanes, Part on New Location	6 - Widen Existing Roadway and Construct Part on New Location	$ 29,400,000	**20.42**	21.86	0.17	80.22	0.00	N/A	N/A	N/A	N/A
Division Needs	U-3618	- New Route - Carey Road Extension	SR 1572 (Rouse Road)	US 258	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	$ 12,910,000	**20.12**	40.30	55.46	58.64	3.29	N/A	N/A	N/A	N/A
Division Needs		- New Route - Smithfield Way Extension	End of Current Smithfield Way	US 258	Extend Roadway For Additional Access to industrial Park.	5 - Construct Roadway on New Location	$ 1,584,000	**19.89**	36.52	41.16	62.94	0.00	N/A	N/A	N/A	N/A
Division Needs		- New Road, SR-1845 JP Harrison Blvd/Secrest St	NC 58 at US 70	NC 11	Widen existing roadway and construct roadway on new location. Road will be 4 lanes with a two-way left-turn lane.	6 - Widen Existing Roadway and Construct Part on New Location	$ 78,011,000	**19.59**	34.49	0.00	60.62	5.66	N/A	N/A	N/A	N/A
Division Needs	U-4018	- New Route - Plaza Boulevard Extension	NC 58 (North Queen Street)	NC 11 North (Greenville Highway)	NC 58 (North Queen Street) to NC 11 North (Greenville Highway). Multi-Lanes on New Location.	5 - Construct Roadway on New Location	$ 17,591,000	**18.99**	28.04	2.43	66.92	0.00	N/A	N/A	N/A	N/A
Division Needs	U-2723	SR-1501 Old Bath Highway	SR 1306 (12th Street)	SR 1507 (Slatestone Road)	SR 1306 (12Th Street) to SR 1507 (Slatestone Road). Widen to Multi-Lanes.	1 - Widen Existing Roadway	$ 16,985,000	**17.95**	23.26	0.08	66.51	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1440 Streets Ferry Road	US 17	SR 1400 (River Road)	widen and resurface roadway from US 17 to SR 1400 RIver Road	16 - Modernize Roadway	$ 4,562,000	**17.94**	22.20	0.00	67.50	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1126 Forlines Road	Greenville Southwest Bypass (R-2250)	NC 11	Widen Existing 2-Lane Roadway to Multi-Lane Urban Section Facility including Bicycle and Pedestrian Facilities	1 - Widen Existing Roadway	$ 30,294,000	**17.77**	21.95	0.00	66.89	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1726 Portertown Road	SR 1727 (Eastern Pines Road)		Upgrade intersection at SR 1726 and SR 1727 to a roundabout	10 - Improve Intersection	$ 775,000	**15.85**	45.95	100.00	33.30	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1131 Airport Loop	Airport Rd.	US 70	Add Paved Shoulder.	16 - Modernize Roadway	$ 855,000	**15.55**	0.00	0.00	77.76	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1127 Frog Level Road	US 13 (Dickinson Avenue)	NC 903	Add Continuous 2 Way Left Turn Lane	1 - Widen Existing Roadway	$ 22,240,000	**13.83**	23.82	0.00	45.34	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1603 Washington Ave	US 70	SR 1325 (Firetower Rd)	Construct roadway on new location from Washington St to Willie Measley Rd. Widen existing Washington St from Firetower Rd Ext to new roadway. Widen Willie Measley Rd from new roadway to US 70. Construct interchange at intersection of US 70 and Willie Measley Rd. Close Washington St between new roadway and US 70.	6 - Widen Existing Roadway and Construct Part on New Location	$ 1,506,000	**13.49**	17.82	0.00	49.62	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1723 Ayden Golf Club Road, Tucker Road, Ivy Road, SR-2241 , SR-1759	NC 102	NC 33	Widen to Meet tolerable Lane Width Requirements, including Straightening and Realigning intersections, to Serve As a Connector Between NC-102, NC-43 South, and NC-33 East.	1 - Widen Existing Roadway	$ 44,388,000	**11.50**	10.94	0.00	46.57	0.00	N/A	N/A	N/A	N/A
Division Needs		- Arlington Boulevard	SR 1708 Firetower Rd	NC43 (W 5Th St)	Upgrade Drainage Facilities, Construct Medians / Channelized Turn Lanes, Bicycle Facilities, and Sidewalk.	6 - Widen Existing Roadway and Construct Part on New Location	$ 21,676,000	**11.13**	0.00	0.00	55.66	0.00	N/A	N/A	N/A	N/A
Division Needs	U-3341	- Global Transpark Spine Road	Global Transpark		Global Transpark Spine Road Facility. Multi-Lanes on New Location.	5 - Construct Roadway on New Location	$ 32,939,000	**8.18**	5.11	0.59	34.53	2.50	N/A	N/A	N/A	N/A
Division Needs		SR-1302 Janiero Road	NC 306	SR 1308 (Oriental Road)	Widen the entire length of SR 1302 (Janiero Rd) from the existing 18-ft width to a 24-ft standard, with a minimum shoulder width of 2 ft on both sides.	16 - Modernize Roadway	$ 4,120,000	**7.74**	4.50	0.00	34.21	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1005	NC 306	NC 55	Widen, Resurface, and Straighten Alignment at Strategic Locations.	16 - Modernize Roadway	$ 19,722,000	**7.71**	5.25	0.00	33.30	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1324 Florence Road	NC 55	SR 1321 (Straight Road)	Widen and Resurface.	16 - Modernize Roadway	$ 23,940,000	**6.08**	3.14	0.00	27.25	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1230 Lowland Road	NC 304	End of Road	Widen and Resurface.	16 - Modernize Roadway	$ 17,670,000	**3.95**	2.02	0.00	17.72	0.00	N/A	N/A	N/A	N/A
Division Needs		SR-1120 Jolly Road	NC11	NC102	Modernize roadway to meet tolerable lane width requirements, provide bicycle and pedestrian facilities	16 - Modernize Roadway	$ 1,080,000	**3.85**	5.26	0.00	13.98	0.00	N/A	N/A	N/A	N/A

Data and costs are for prioritization purposes only

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NCDOT - North Carolina Department of Transportation

How a Road Gets Built

Planning

Extensive long-term planning goes into the building of each North Carolina highway. As the first major step in the process, the NCDOT Transportation Planning Branch assists Metropolitan Planning Organizations, small urban areas and counties across North Carolina in the development of comprehensive transportation plans, which outline transportation priorities for the next 20-25 years based on future land use, employment and population changes in an area. An environmental screening takes place during this process to ensure that the plan considers important environmental resources. The final plan includes short- and long-term recommendations for improvements to the overall transportation system.

Each comprehensive transportation plan is mutually adopted by its respective Metropolitan Planning Organization or local government and NCDOT, and becomes the blueprint for transportation infrastructure improvements in that area.

The transportation needs identified through the development of the comprehensive transportation plan are prioritized by each local planning organization and presented to the N.C. Board of Transportation for programming during the biannual update of the State Transportation Improvement Program. The STIP is a seven-year outline of the state's transportation priorities.

Programming

Based on technical information, priorities from metropolitan and rural planning organizations and local governments, and public input, the Board of Transportation programs projects into the STIP every two years. To view the latest STIP, click here.

Project Development and Environmental Analysis

Before any road construction can begin, the Project Development and Environmental Analysis Branch, or PDEA, is responsible for the development and preparation of planning and environmental documents for all highway projects in the STIP.

PDEA staff evaluates proposed highway projects according to established engineering practices and guidelines set forth by federal and state laws and regulations. The process includes specialized environmental studies and coordination with the environmental regulatory agencies to ensure appropriate consideration is given to environmental matters. Specialists in such fields as noise and air quality, archaeology, architectural history, biology, land-use planning and sociology provide evaluations regarding the environmental impacts of proposed highway projects. The process also involves design and traffic engineering studies, which provide an analysis of highway alternatives to safely, efficiently and economically meet future travel demands.

Citizens are encouraged to participate in this process by attending informational workshops

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and hearings held to obtain public comment and input on proposed highway projects. Public input is evaluated and addressed during the development of highway improvements.

Design

Information collected during the planning stages is used to determine the location and type of proposed highway to be constructed. In many instances, several alternatives will be studied. On the basis of citizen input obtained through public meetings, input from coordination with environmental agencies, and the use of available aerial photography mapping to obtain reliable information on the existing physical area and the environment, planners and designers select a highway location.

Design engineers prepare detailed plans for the highway within the selected location. These plans define the type of highway cross-section (two-lane or multi-lane), the width of right-of-way required, and the type of intersections and interchanges, as well as bridges, culverts and other drainage features.

Plans also identify the type of materials to be used and estimate the quantity of each material required to construct the highway. These technical plans allow preparation of contract documents and advertisements for contractors wishing to place bids. Contractors must meet criteria specified by NCDOT. The successful low bid is presented to the Board of Transportation for award.

Right-of-Way

Right-of-way is the process NCDOT goes through to obtain the land needed to complete highway projects. This is the last major activity to occur between the completion of design and the release of the project to bidders for construction.

In many cases, it is inevitable that a certain amount of private property must be acquired. The displacement of homes and businesses is minimized to the extent practicable. In the acquisition of right-of-way, the NCDOT must treat all property owners with impartiality, fully explain all legal rights, pay just compensation in exchange for property rights, furnish relocation assistance and initiate legal action should a settlement not be reached.

Resources

- Relocation Assistance Brochure
- Asistencia para Reubicación
- Right-of-Way Acquisition FAQs
- Preguntas Comunes - Adquisición de Bienes Raíces

Construction

Once the road design is complete, bids are received for construction on the identified date and are publicly disclosed. The Board of Transportation awards the contract to the lowest responsible bidder. The bidder (private contractor) is then obligated to construct the project in accordance with plan requirements and specifications upon which the bid was received.

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NCDOT staff in the Division of Highways administer the contract and provide inspection and testing functions to assure the project is properly constructed. An NCDOT resident engineer and his/her staff interpret plan details and contract requirements, test for quality, check for conformity with contractual requirements and document the quantity of work performed so the contractor can be paid on a monthly basis. The resident engineer and staff also make certain the environment is protected, manage traffic flow along the project, work with adjacent property owners, observe work zone safety and oversee coordination with state and federal agencies.

Once the project is complete, a final inspection is made by an engineer not involved in the project's construction to verify it has been completed properly. The highway is then opened to traffic.

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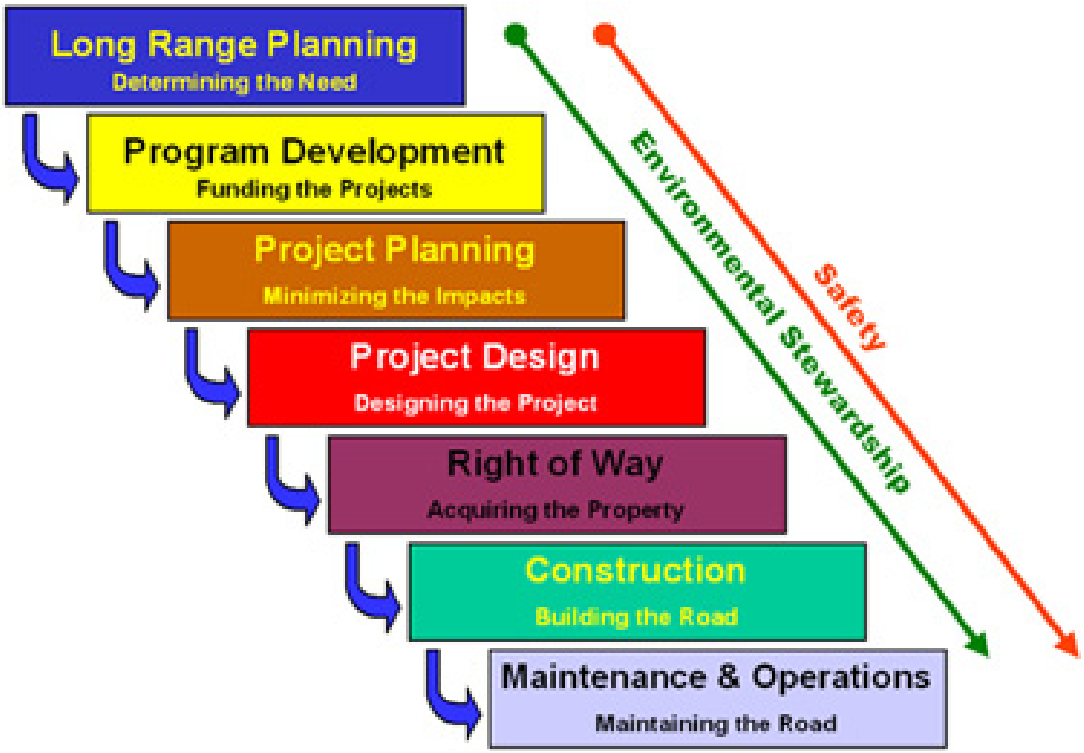
Transportation Program Life Cycle



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