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2040 Jacksonville Urban Area Metropolitan Planning Organization
LONG RANGE TRANSPORTATION PLAN
Amendment 1

Draft



Background

The *JUMPO 2040 LRTP* is the largest planning effort required by the Jacksonville Urban Area Metropolitan Planning Organization (JUMPO). It is also the most far-reaching. The plan fulfills federal requirements and serves as the region's transportation vision. It seeks to characterize current and future transportation needs, outline the region's long-range transportation vision, document multi-modal transportation strategies to address needs through the year 2040, and identify long-term opportunities beyond the current ability to fund projects. Federal funding cannot be allocated to transportation projects unless they are included in this financially-constrained plan. The *JUMPO 2040 LRTP* was adopted in April 2015.

Why do an amendment?

In 2013, the state of North Carolina passed the Strategic Transportation Investments law, which allows the North Carolina Department of Transportation to more efficiently allocate funding for transportation infrastructure improvements through a consistent prioritization process. The prioritization process used is a transparent, systemic, and data-driven process that evaluates projects based on their merit through an analysis of existing and future conditions, the benefits the project is expected to provide, the project's multi-modal characteristics, and how the project fits in with local priorities.¹ The NCDOT initiates this prioritization process every two years, and the results inform the development of the State Transportation Improvement Program (STIP). For a project to be eligible to compete for funding under the Strategic Transportation Investments (STI) law, it must be a part of a conforming LRTP.

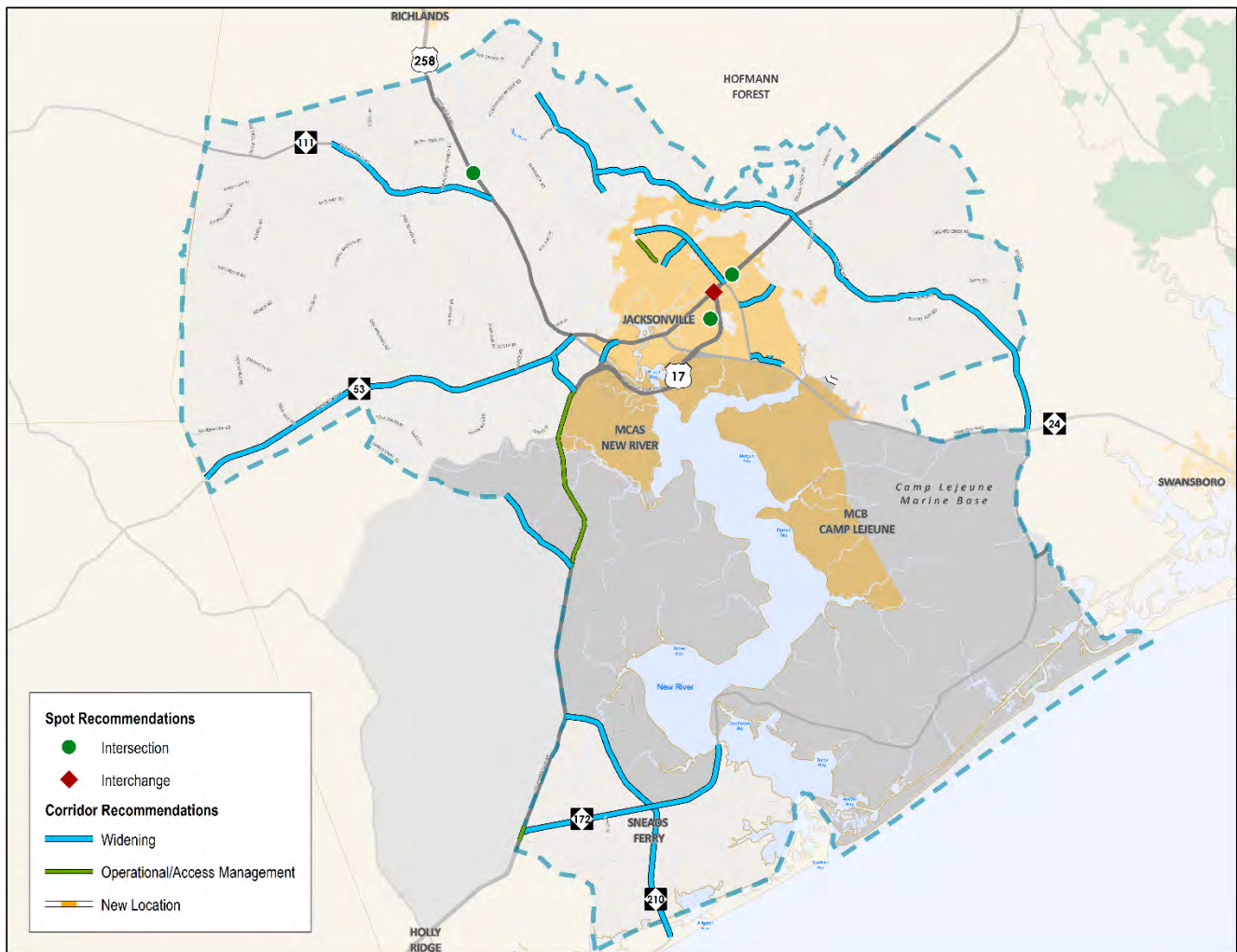
As part of the 2017 SPOT 5.0 project identification process, JUMPO collaborated with member jurisdictions and NCDOT to identify a series of suitable projects to submit for prioritization. Strategies, such as segmenting long corridor projects into smaller sections, were employed to help make projects in the current LRTP more competitive in the statewide prioritization process. Additionally, some new projects were added to better reflect changes in growth patterns and transportation needs. These projects reflect capacity additions as well as changes to access management and implementation of superstreet strategies.

As a federal requirement, states must now invest resources in projects to achieve individual targets that collectively will make progress toward national goals. MPOs are responsible for developing LRTPs and TIPs "through a performance-driven, outcome-based approach to planning." As a part of this, the MPO is required to establish performance targets individually or agree to support the State's targets. The new federal requirements for performance measurement must be included in a conforming LRTP.

Updated Projects

The map and table on the following pages display both new and modified projects. Improvements include new location roadways, roadway widening, access management or operational improvements, as well as interchange or intersection improvements. These recommendations were identified through previous and ongoing planning efforts aimed at reducing congestion, increasing connectivity, and enhancing safety. More information on each project can be found in the projects sheets at the end of this document.

New or Modified Projects (as part of the 2040 JUMPO LRTP Amendment)



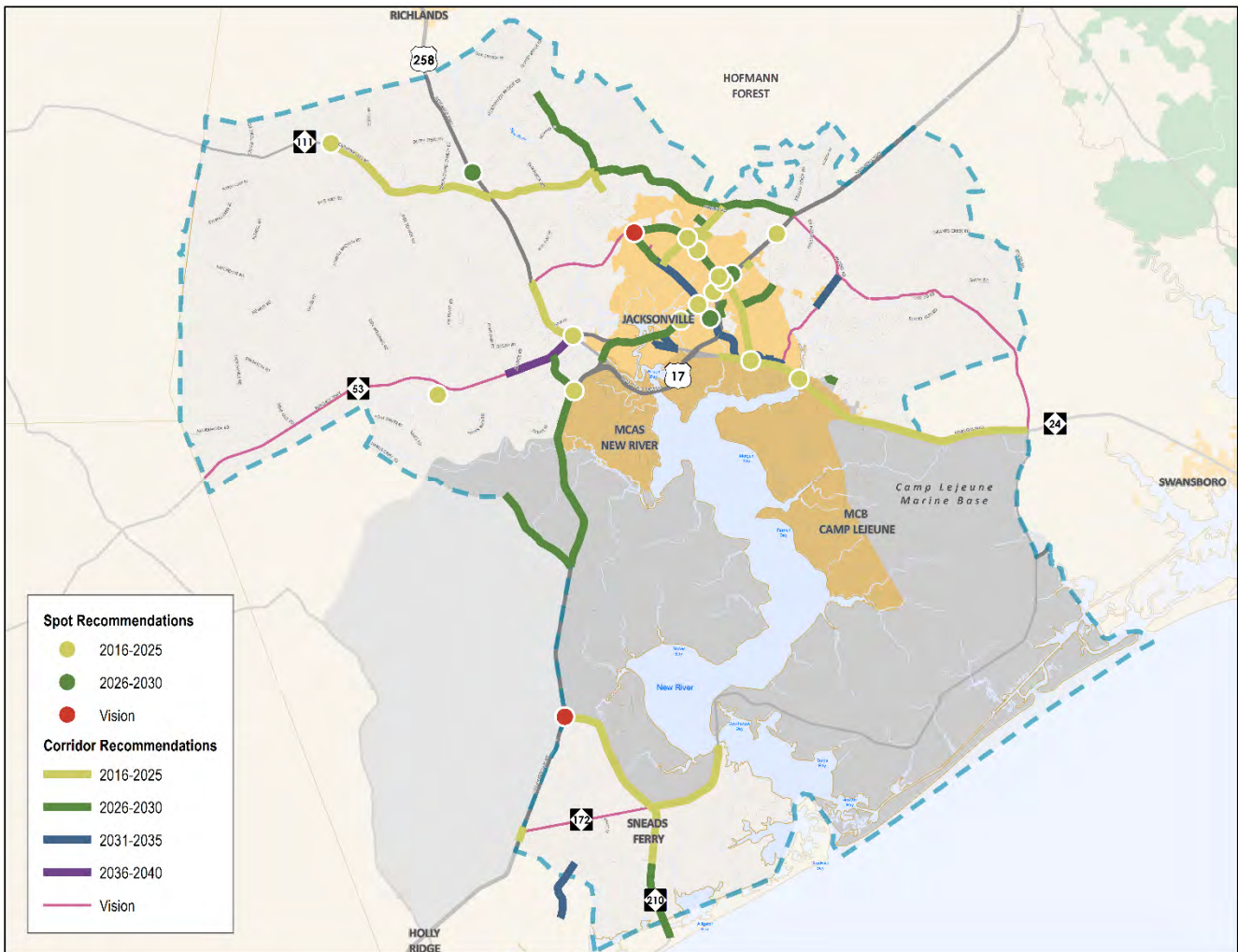
Recommended Corridor Improvements				
Corridor	Start	End	Total Lanes	Bicycle / Pedestrian ¹
New Location				
Hunter's Trail	Brandy Mill Lane	Remington Drive	2	B,P
Operational/Access Management				
Gum Branch Road	Williamsburg Parkway	Indian Drive	4	B,P
US 17	High Hill Road	Douglas Road	4	
US 17	NC 172	Old Folkstone Road	4	
US 17B	NC 24	US 258	4	P
High Hill Road	US 17	Dawson Cabin Road	2	
NC 111	US 258	Airport Road	2	
Widening				
NC 210	US 17	Old Folkstone Road	4	B,P
Country Club Road	Western Boulevard	Piney Green Road	4	P
Gum Branch Road	Summersill School Road	Ramsey Road	4	P
Gum Branch Road	Ramsey Road	Country Club Boulevard	4	P
Western Boulevard	Marine Boulevard	Gum Branch Road	6	B,P
Ramsey Road	Gum Branch Road	Jacksonville Parkway	4	P
Ramsey Road	Jacksonville Parkway	US 17	4	
Intersection Improvement				
Bell Fork Road at Country Club Road	N/A	N/A	N/A	B,P
US 17 Marine Boulevard at McDaniel Drive	N/A	N/A	N/A	B,P
US 258 at Rhodestown Fire Department Road	N/A	N/A	N/A	
Interchange Improvement				
US 17 at US 17B	N/A	N/A	N/A	

¹ B indicates a bicycle improvement; P indicates a pedestrian improvement.

Financial Plan

The financial plan, required by the FAST Act for long range transportation plans, shows proposed investments that are realistic in the context of reasonably anticipated future revenues over the life of the plan and for “opportunity bands.” The horizon years set for the *JUMPO 2040 LRTP* are 2030, 2035, and 2040. Meeting this test is referred to as “financial constraint.” The mix of transportation recommendations proposed to meet metropolitan transportation needs over the next 25 years is consistent with revenue forecasts. The financial plan details both proposed investments toward these recommendations and revenue forecasts over the life of the plan. The full financial plan development can be found in Chapter 6 of the *JUMPO 2040 LRTP*. This section serves to provide an updated map and table of which opportunity band projects fall in after the new round of prioritization.

2040 LRTP Financially Constrained Roadway Projects (Short-Term and Long-Term Opportunity Bands)



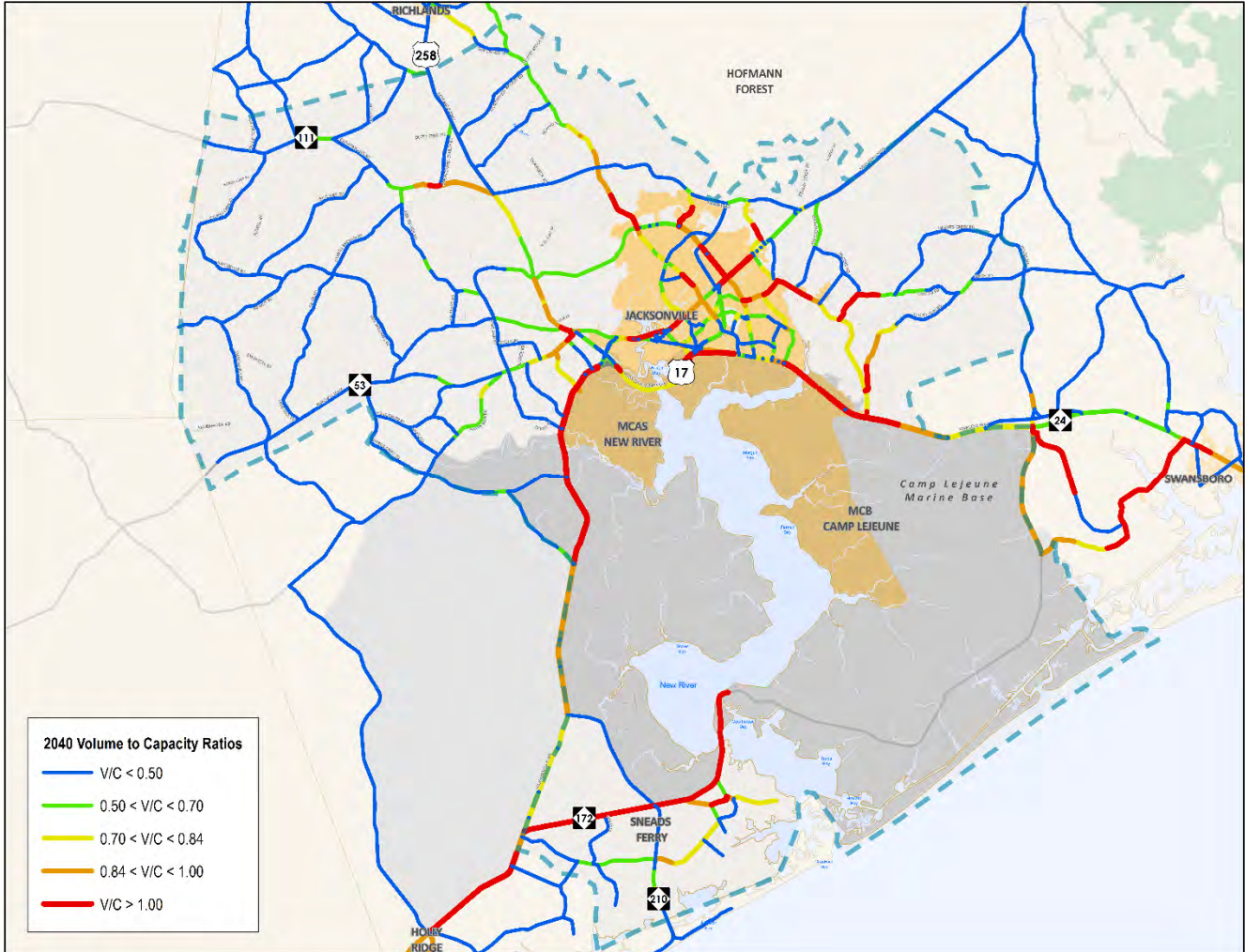
2016-2025 TIP Roadway Projects (Short-Term Opportunity Band)				
TIP ID	Route	Project Limits	Description	Cost
B-5636	SR 1109 (Harris Creek Rd)	Harris Creek	Replace bridge	\$1,059,000
B-5650	NC 24 (Lejeune Blvd)	Westbound lanes over Northeast Creek	Replace bridge	\$6,722,000
B-5652	US 17 (New Bern Hwy)	Northbound lanes over Wolf Swamp	Replace bridge	\$1,400,000
R-5023	NC 53 (Burgaw Hwy)	Onslow Pines Rd to Holly Shelter Rd	Widen to 3 lanes	\$5,087,000
SF-4903F	NC 53 (Burgaw Hwy)	At Holly Shelter Rd	Realignment and lane construction	\$220,000
U-4007E	US 17 (Marine Blvd)	At NC 53 (Western Blvd) and at SR 1406 (Piney Green Rd)	Upgrade intersections	\$83,130,000
U-4906	SR 1308 (Gum Branch Rd)	East city limits of Richlands to SR 1322 (Summersill School Rd)	Widen to 3 lanes	\$10,643,000
U-5319	SR 1308 (Gum Branch Rd)	At Western Blvd	Install southbound dual left turns	\$422,000
U-5508	NC 24 (Lejeune Blvd)	At NC 53 (Western Blvd)	Upgrade intersection and drainage	\$2,270,000
U-5716	NC 24	At US 258/NC 53	Construct interchange	\$37,416,000
U-5719	US 258 (Richlands Hwy)	At SR 1219 (Blue Creek Rd)/SR 1396 (Ridge Rd)	Realign intersections	\$1,860,000
U-5728	US 17B (Marine Blvd)	At SR 1308 (Gum Branch Rd/Bell Fork Rd)	Intersection improvement	\$465,000
U-5733	NC 111 (Catherine Lake Rd)	US 258 (Richlands Hwy) to SR 1308 (Gum Branch Rd)	Construct new roadway	\$30,204,000
U-5735	US 17 (Wilmington Hwy)	At MCAS New River/Old Maplehurst Rd	Construct interchange	\$25,824,000
U-5736	NC 53 (Western Blvd)	US 17 (Marine Blvd) to NC 24 (Lejeune Blvd)	Access management	\$14,195,000
U-5739	US 258 (Richlands Hwy)	SR 1212 (Pony Farm Rd) to NC 53 (Burgaw Hwy)	Construct superstreet	\$14,614,000
U-5741	NC 24 (Lejeune Blvd)	NC 24B (Johnson Blvd) to Urban Area Boundary	Access management	\$54,029,000
U-5787	SR 2715 (Trade St)	NC 53 (Western Blvd) to McDaniel St	Construct roadway on new alignment	\$3,357,000
U-5789	NC 53 (Western Blvd)	At Jacksonville Pkwy	Intersection improvement	\$698,000
U-5791	SR 2714 (Jacksonville Pkwy)	NC 53 (Western Blvd) to US 17 (New Bern Hwy)	Construct new roadway, widen existing to multi lanes	\$57,373,000
U-5878	Commerce Dr	Current terminus to Piney Green Rd	Construct roadway on new alignment	\$4,528,000
U-5949	NC 210	US 17 to south of Old Folkston Rd	Widen to multilane	\$46,798,000
U-5950	US 17	Henderson Dr and Onslow Drive	Intersection improvement	\$500,000
U-5951	US 17	US 17 B	Partial interchange	\$17,000,000
U-6065	US 17	NC 172/Old Folkstone Rd	Convert to superstreet	\$2,500,000
W-5602	NC 172	NC 210 to Sneads Ferry Gate	Widen to 3 lanes	\$3,525,000

Financially Constrained Projects and Vision Plan (Long-Term and Unfunded Opportunity Bands)

Cost Band	ID	Route	Limits	Description	Cost
2026-2030	U-5793A	Gum Branch Rd	Summersill School Rd to Ramsey Rd	Upgrade to 4-lane superstreet	\$8,284,000
	U-5793B	Gum Branch Rd	Ramsey Rd to Country Club Blvd	Upgrade to 4-lane superstreet	\$33,953,000
	U-5903	Henderson Dr	Gum Branch Rd to Western Blvd	Widen to 4-lane median divided facility with bicycle and pedestrian accommodations	\$14,504,000
	U-5913	Henderson Dr Extension	Western Blvd to Jacksonville Pkwy Extension	Construct roadway on new location	\$10,082,000
	U-5915	NC 111	US 258 to Airport Rd	Widen to 3 lanes	\$5,228,000
	U-6081	NC 53 (Western Blvd)	US 17 to Gum Branch Rd	Upgrade to 6-lane superstreet	\$20,200,000
	U-6082	Bell Fork Rd	Country Club Rd/Hargett St	Improve intersection	\$3,400,000
	H140427	Old Maplehurst Rd	US 17 to NC 53	Widen to 3 lanes	\$12,350,000
	H150382	NC 111	Airport Rd to Haw Branch Rd	Realign roadway	\$5,557,000
	H150827	US 17	High Hill Rd to Douglas Rd	Upgrade to superstreet	\$15,000,000
	H170569	US 17 Bus	NC 24 to US 258	Upgrade to superstreet	\$9,221,000
	H170571	Gum Branch Rd	Williamsburg Pkwy to Indian Dr	Upgrade to superstreet	\$6,205,000
	H170604	US 17	McDaniel Dr	Improve intersection	\$558,000
	H17067	Country Club Rd	Western Blvd to Piney Green Rd	Upgrade to superstreet	\$14,186,000
	H170612	Commerce Dr Extension	Country Club Rd to Huff Dr	Construct roadway on new location	\$4,964,000
	H170613	High Hill Rd	US 17 to Dawson Cabin Rd	Modernization	\$3,304,000
	H170614	Hunter's Trail	Brandy Mill Ln to Remington Dr	Connect with new roadway on new alignment	\$2,981,000
	H171302	Ramsey Rd	Gum Branch Rd to Jacksonville Pkwy Extension	Upgrade to superstreet	\$40,547,000
H171392	US 258	Rhodestown Fire Dept Rd	Improve intersection	\$558,000	

Financially Constrained Projects and Vision Plan (Long-Term and Unfunded Opportunity Bands)					
Cost Band	ID	Route	Limits	Description	Cost
2031-2035	H090479	Country Club Rd	Bell Fork Rd to Piney Green Rd	Widen to multilane with bicycle and pedestrian accommodations	\$50,259,000
	H090885	Pine Valley Rd	NC 24 to Liberty Dr	Widen to 4-lanes	\$6,043,000
	H090912	New Bridge St	Hargett St to Court St	Streetscape	\$11,537,000
	H090913	Gum Branch/Bell Fork	Western Blvd to NC 24	Access management/construct median	\$60,752,000
	H111203	Hemlock Drive Extension	Piney Green Rd to Waters St	New roadway	\$42,704,000
	H140111	Tar Landing Rd	Old Folkstone Rd to Holly Ridge Rd	Widen lanes and add wide paved shoulders	\$2,716,000
	H141024	Liberty Rd	Western Blvd to Corbin St	Widen to 4-lane median divided	\$16,587,000
2036-2040	H090884	NC 53	NC 24 to Murrill Hill Rd	Widen to 4-lane median divided facility	\$153,788,000
	H111200	US 17 Bus (Marine Blvd)	Jacksonville Pkwy to US 258	Construct median and other improvements	\$104,489,000
Vision	H090519-A	Northwest Corridor Blvd	Extension to Western Blvd	Construct 4-lane median divided	\$226,039,000
	H090774	NC 172	US 17 to NC 210	Widen to 4 lanes	\$291,664,000
	H090915	NC 24 Bus	US 17 Business to US 17	Access management	\$10,890,000
	H111193	Old 30 Rd/Waters Rd	US 17 to NC 24	Widening and new location	\$495,069,000
	H111199	US 17 Business	US 17 Business to US 17	Widen - add one additional southbound on-ramp lane	\$11,212,000
	H111205	NC 210	US 17 to New River Inlet Rd	Widen with bike lanes	\$227,453,000
	H140524	Plantation Blvd	Extension to New Frontier Way	New roadway	\$5,115,000
	H140844	US 258	At US 17 Business	Upgrade to interchange	\$69,617,000
	C-1	Hargett St	Johnson Boulevard to Bell Fork Rd	Widen to 4 lanes	\$36,319,000
	C-3	US 258	Pony Farm Rd to NC 111	Access management/superstreet	\$79,293,000
	C-5	Halltown Rd	Hemlock Dr extension to Halltown Rd to Old 30 Rd	Construct new roadway and upgrade existing	\$69,312,000
S-5	US 17	At NC 210	Trumpet interchange	\$69,312,000	

2040 Congestion with 2040 LRTP Financially Constrained Roadway Projects
(Short-Term and Long-Term Opportunity Bands)



Performance Measurement

Performance management is a strategic approach that uses system information to make investment and policy decisions to achieve goals set for the multimodal transportation systems in the MPO study area. Performance-Based Planning and Programming (PBPP) refers to the transportation agencies' application of performance management as standard practice in the planning and programming processes. The goal of PBPP is to ensure that transportation investment decisions— both long-term planning and short-term programming—are based on the ability to meet established goals.

As a federal requirement, states will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. MPOs are also responsible for developing LRTPs and TIPs “through a performance-driven, outcome-based approach to planning.”

National Goal Areas

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following list describes these national goal areas for highway performance as well as measures of performance. It should be noted that the MPO can take on additional measures beyond what is described.

National Goal Areas	
Goal Area	Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment

Safety Targets

NCDOT was required to evaluate and report on safety targets for the five required measures in August of 2017. This action started the clock for the MPO to act to evaluate and set regionally specific goals or to accept and support the state's goals. On January 23, 2018, the JUMPO Technical Advisory Committee (TAC) acted to support the NCDOT safety targets for each project measure. However, moving forward the TAC and MPO encourage the NCDOT to focus on engineering, enforcement, and education strategies to achieve these goals, as current and project growth trends may prove safety targets unattainable by solely focusing on infrastructure investment. In support of the safety targets and tracking performance, the MPO will measure safety targets before and after project completion using similar methodology to that performed by the State in creating the targets.

The goals established by the state for 2018 are as follows:

1. Reduce *total fatalities* by 5.10 percent each year from 1,340.6 (2012-2016 average) to 1,207.3 (2014-2018 average)
2. Reduce the *fatality rate* by 4.75 percent each year from 1.228 (2012-2016 average) to 1.114 (2014-2018 average)
3. Reduce *total serious injuries* by 5.10 percent each year from 2,399.8 (2012-2016 average) to 2,161.2 (2014-2018 average)
4. Reduce the *serious injury rate* by 4.75 percent each year from 2.191 (2012-2016 average) to 1.988 (2014-2018 average)
5. Reduce the *total non-motorized fatalities and serious injuries* by 5.30 percent each year from 438.8 (2012-2016 average) to 393.5 (2014-2018 average)

Conclusion

The *JUMPO 2040 LRTP Amendment* is a helpful resource for understanding the latest updates to the financially constrained project network. As a companion to the full Long Range Transportation Plan, this Amendment helps to direct readers to new information. However, it is important to consider this Amendment alongside the full document to best understand the functionality of the full transportation network. Recommendations for bicycle, pedestrian, transit, and freight uses should be carried forward, along with the consideration of alternative funding strategies and action items. The recommendations contained within the LRTP and its Amendment will be revisited as a part of the full LRTP update in 2020.

Example Project Sheet

NC 53 Western Boulevard



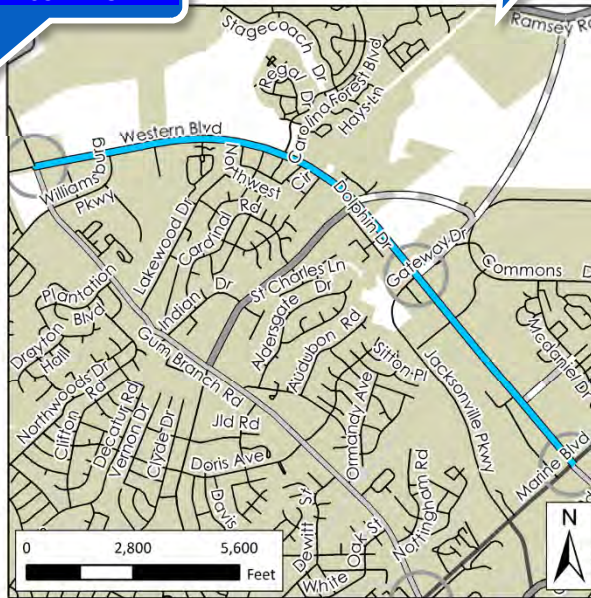
Western Boulevard., from Marine Boulevard. to Gum Branch Road., is proposed to be widened to 6 lanes and most intersections converted to superstreet. This project will improve corridor safety, enhance multimodal mobility, and reduce congestion.



GUIDING STATEMENTS

PROJECT DESCRIPTION

PROJECT LOCATION MAP



Project at a Glance

ID	U-6081
Type	Superstreet
Length	3.4 miles
Estimated Cost	\$20,20,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	4	6
V/C Ratio	0.66	0.85
Volume (vpd)	11,950	23,290
Capacity (vpd)	18,240	27,360
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

- Wetlands
 - Bodies of Water
 - Land Trust Conservation Properties
 - Historic Districts/Sites
 - Natural Heritage/Cultural Resources
 - Game
- Specific Features:
None

PROJECT INFORMATION

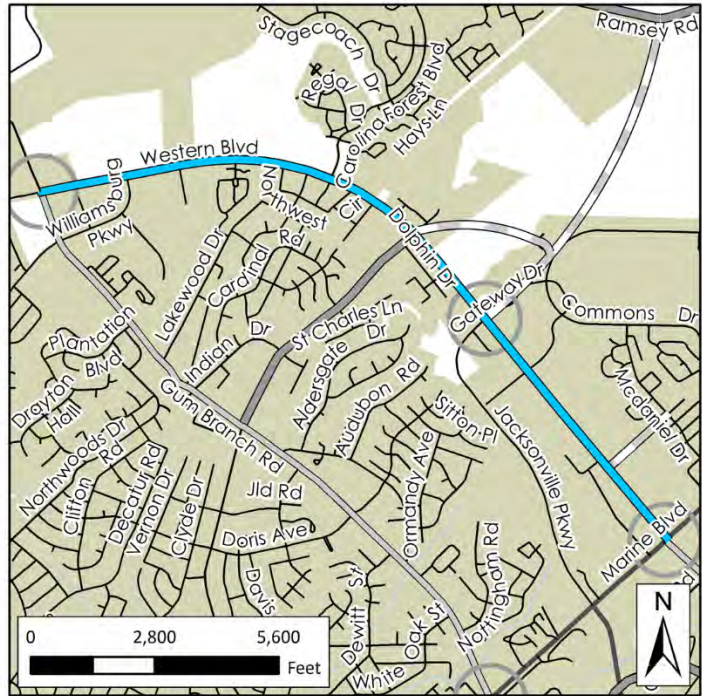
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	Greenway; Sidewalk	Greenway; Sidewalk; Crosswalks; Ped Signals
Transit Service	Purple	Purple

NC 53 Western Boulevard



Western Boulevard, from Marine Boulevard to Gum Branch Road, is proposed to be widened to 6 lanes and most intersections converted to superstreet. This project will improve corridor safety, enhance multimodal mobility, and reduce congestion.



Project at a Glance

ID	U-6081
Type	Superstreet
Length	3.4 miles
Estimated Cost	\$20,20,000
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Travel Lanes	4	6
V/C Ratio	0.66	0.85
Volume (vpd)	11,950	23,290
Capacity (vpd)	18,240	27,360
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features:</u>	
None	

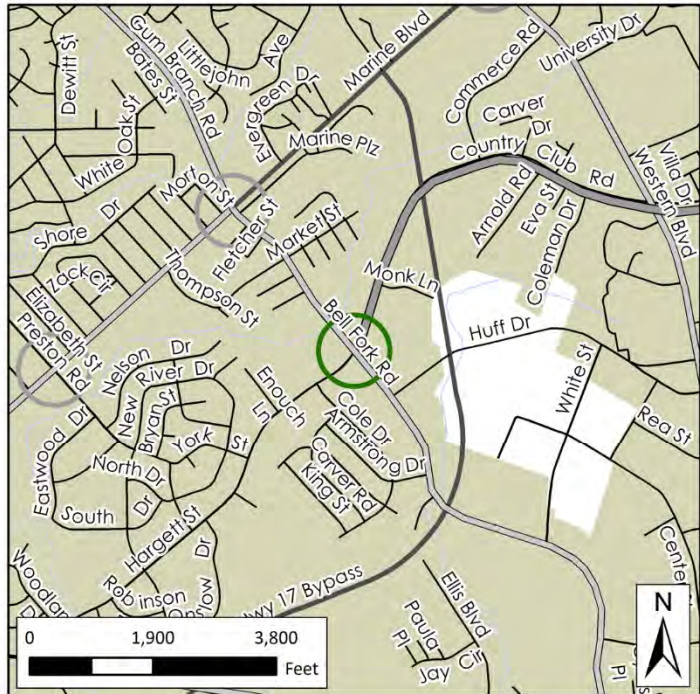
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	Greenway; Sidewalk	Greenway; Sidewalk; Crosswalks; Ped Signals
Transit Service	Purple	Purple

Bell Fork Road



Add right turn lane on Country Club Road, and right turn lane on Bell Fork Road, onto Hargett Street. This project will increase intersection safety, improve traffic flow, and reduce congestion.



Project at a Glance

ID	U-6082
Type	Intersection
Length	N/A
Estimated Cost	\$3,400,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	4	4
V/C Ratio	N/A	N/A
Volume (vpd)	N/A	N/A
Capacity (vpd)	N/A	N/A
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features:</u>	
None	

Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	Bike Lanes; Crosswalks; Ped Signals	Bike Lanes; Sidewalks; Crosswalks; Ped Signals
Transit Service	Orange	Orange

US 17 Wilmington Highway



Convert crossovers to superstreet style between High Hill Road. and Douglas Road. This project will increase corridor safety.



Project at a Glance

ID	H150827
Type	Superstreet
Length	5.62 miles
Estimated Cost	\$15,000,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	4	4
V/C Ratio	0.66	1.38
Volume (vpd)	12,050	27,060
Capacity (vpd)	18,240	19,670
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
Specific Features:	
USMC	

Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		
Transit Service		

US 17B Wilmington Highway



Convert crossovers to superstreet style between NC 24 and US 258. This project will increase corridor safety and improve traffic flow.



Project at a Glance

ID	H170569
Type	Superstreet
Length	0.72 miles
Estimated Cost	\$9,221,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	4	4
V/C Ratio	0.38	0.48
Volume (vpd)	8,170	10,650
Capacity (vpd)	21,260	22,890
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

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<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
Specific Features:	
None	

Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	Sidewalk	Sidewalk
Transit Service	Orange	Orange

Gum Branch Road



Replace TWLTL with median and provide superstreet turns between Williamsburg Parkway and Indian Drive. This project will increase corridor safety and improve traffic flow.



Project at a Glance

ID	H170571
Type	Superstreet
Length	0.86 miles
Estimated Cost	\$6,205,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	4	4
V/C Ratio	0.35	0.96
Volume (vpd)	13,530	28,620
Capacity (vpd)	38,400	41,600
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features:</u>	
None	

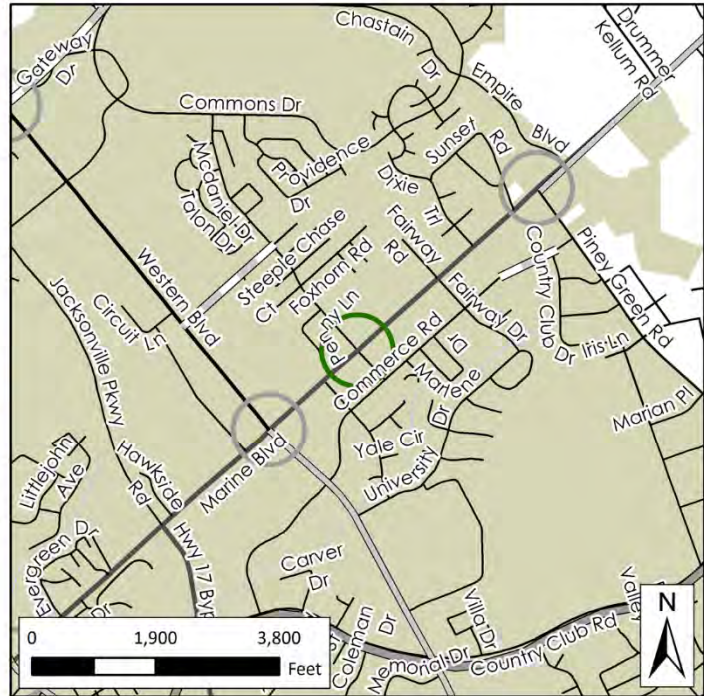
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	Sidewalk; Crosswalks; Ped Signals	Greenway; Sidewalk; Crosswalks; Ped Signals
Transit Service		Future Route

US 17 Marine Boulevard



Add right turn lane on McDaniel Drive. Offset left turns on Marine Boulevard. Extend drainage pipe under McDaniel Drive. This project will increase intersection safety, enhance multimodal mobility, and reduce congestion.



Project at a Glance

ID	H170604
Type	Intersection
Length	N/A
Estimated Cost	\$558,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	4	4
V/C Ratio	N/A	N/A
Volume (vpd)	N/A	N/A
Capacity (vpd)	N/A	N/A
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features:</u>	
None	

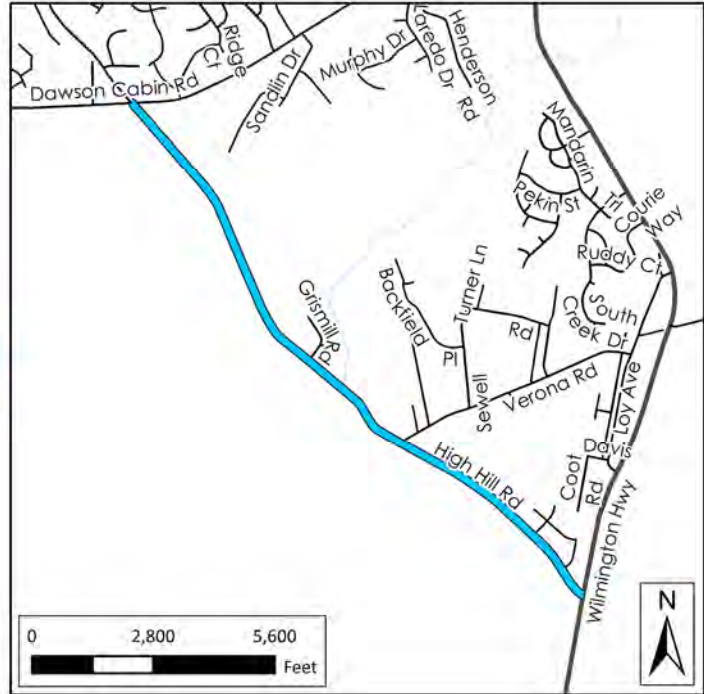
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	Sidewalk	Sidewalk
Transit Service	Green; Scarlet	Green; Scarlet

High Hill Road



Widen lanes to 12' and add 2' FDPS between US 17 and Dawson Cabin Road. This project will increase corridor safety and improve traffic flow.



Project at a Glance

ID	H170613
Type	Modernization
Length	3.0 miles
Estimated Cost	\$3,304,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	2	2
V/C Ratio	0.12	0.45
Volume (vpd)	1,600	5,690
Capacity (vpd)	12,710	12,720
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

- Wetlands
 - Bodies of Water
 - Land Trust Conservation Properties
 - Historic Districts/Sites
 - Natural Heritage/Cultural Resources
 - Game Lands
- Specific Features:
None

Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		
Transit Service		

Hunter's Trail



Construct new roadway connecting the existing dead ends of Hunter's Trail. This project will improve network connectivity.



Project at a Glance

ID	H170614
Type	New Roadway
Length	0.32 miles
Estimated Cost	\$2,981,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	N/A	2
V/C Ratio	N/A	N/A
Volume (vpd)	N/A	N/A
Capacity (vpd)	N/A	N/A
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input checked="" type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input checked="" type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
Specific Features:	
None	

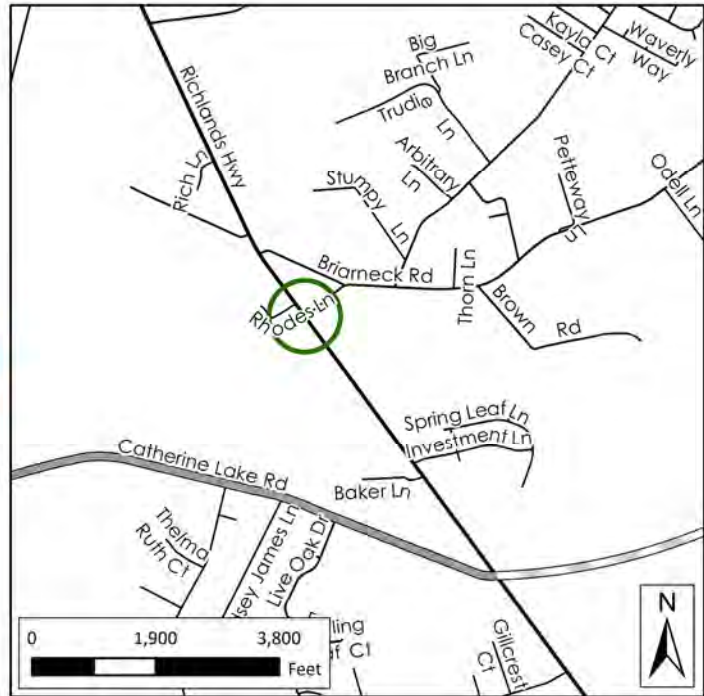
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		
Transit Service		

US 258 Richlands Highway



Add right turn lane on US 258 to Rhodestown Fire Dept Road. This project will increase intersection safety and improve traffic flow.



Project at a Glance

ID	H171392
Type	Intersection
Length	N/A
Estimated Cost	\$558,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	4	4
V/C Ratio	N/A	N/A
Volume (vpd)	N/A	N/A
Capacity (vpd)	N/A	N/A
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
Specific Features:	
None	

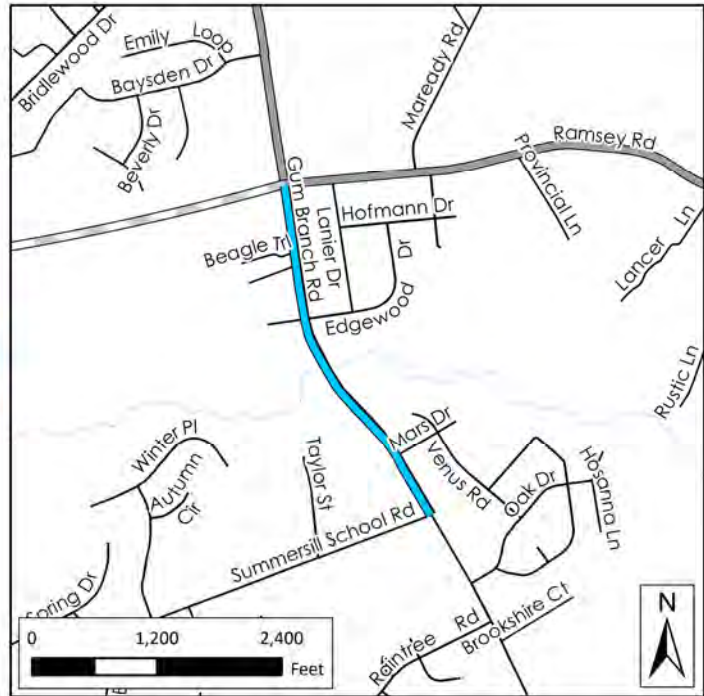
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		
Transit Service		

Gum Branch Road



Convert the existing 3 lane roadway to a superstreet between Summersill School Road and Ramsey Road. This project will increase corridor safety, reduce traffic congestion, enhance multimodal mobility, and improve traffic flow.



Project at a Glance

ID	U-5793A
Type	Superstreet
Length	0.68 miles
Estimated Cost	\$8,284,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	2	4
V/C Ratio	0.90	0.89
Volume (vpd)	17,190	30,690
Capacity (vpd)	19,200	34,400
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
Specific Features:	
None	

Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		Sidewalk
Transit Service		

Gum Branch Road

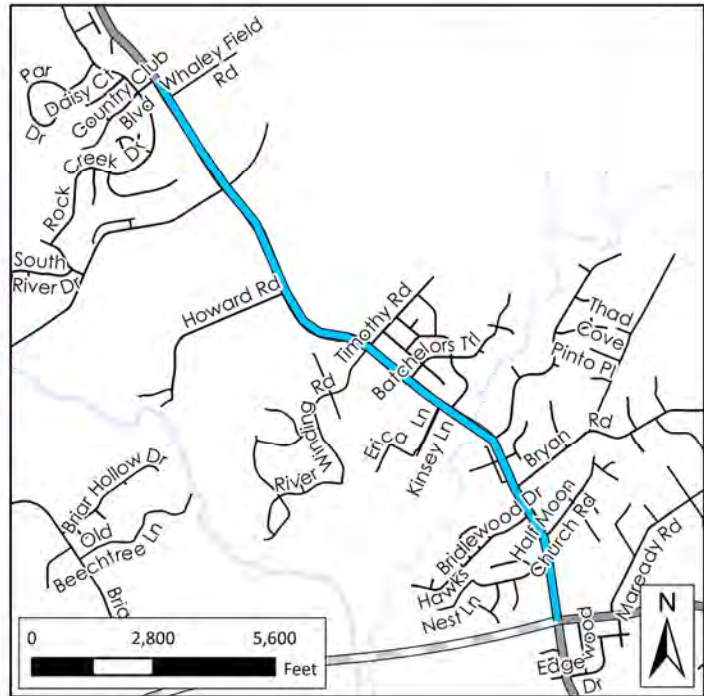


Convert to superstreet between Ramsey Road and Country Club Boulevard. This project will increase corridor safety, reduce traffic congestion, enhance multimodal mobility, and improve traffic flow.



Project at a Glance

ID	U-5793B
Type	Superstreet
Length	3.1 miles
Estimated Cost	\$33,953,000
Cost Band	2026-2030



Operational Characteristics

	Existing	Future
Travel Lanes	2	4
V/C Ratio	0.88	0.72
Volume (vpd)	17,100	30,450
Capacity (vpd)	19,470	42,130
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

- Wetlands
- Bodies of Water
- Land Trust Conservation Properties
- Historic Districts/Sites
- Natural Heritage/Cultural Resources
- Game Lands

Specific Features:

None

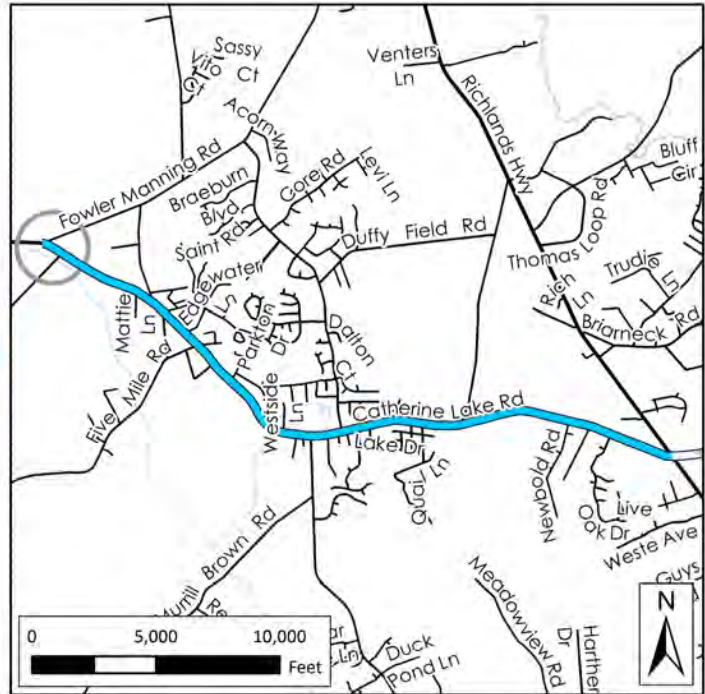
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		Sidewalk
Transit Service		

NC III Catherine Lakes Road



Realign intersections, add turn lanes, add 4' FDPS between US 258 and Airport Road. This project will increase corridor safety and improve traffic flow.



Project at a Glance

ID	U-5915
Type	Modernization
Length	5.3 miles
Estimated Cost	\$5,228,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	2	2
V/C Ratio	0.39	0.68
Volume (vpd)	7,560	13,490
Capacity (vpd)	19,580	19,760
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features:</u>	
None	

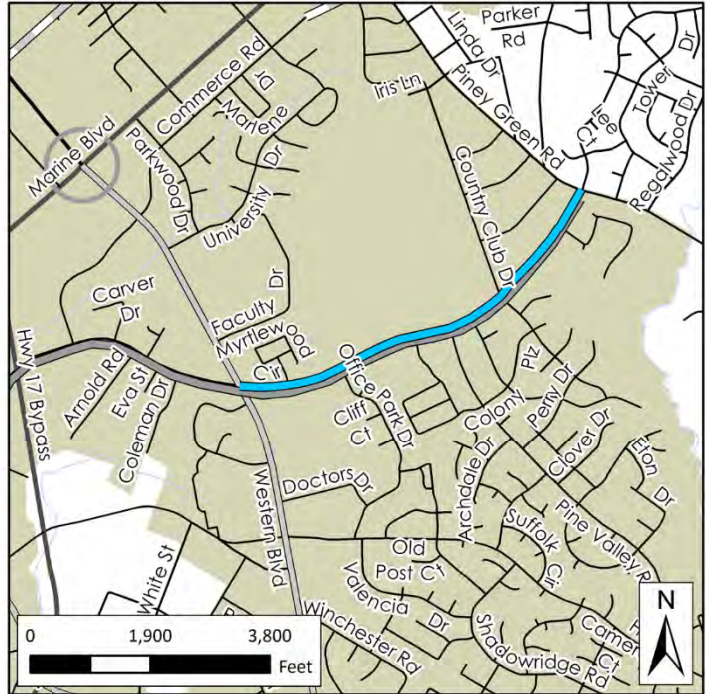
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		
Transit Service		

Country Club Road



Convert to superstreet between Western Boulevard and Piney Green Road. This project will enhance corridor safety and improve traffic flow.



Project at a Glance

ID	H170607
Type	Superstreet
Length	1.3 miles
Estimated Cost	\$14,186,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	2	4
V/C Ratio	0.75	0.86
Volume (vpd)	10,760	31,490
Capacity (vpd)	14,530	35,040
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

- Wetlands
- Bodies of Water
- Land Trust Conservation Properties
- Historic Districts/Sites
- Natural Heritage/Cultural Resources
- Game Lands

Specific Features:

None

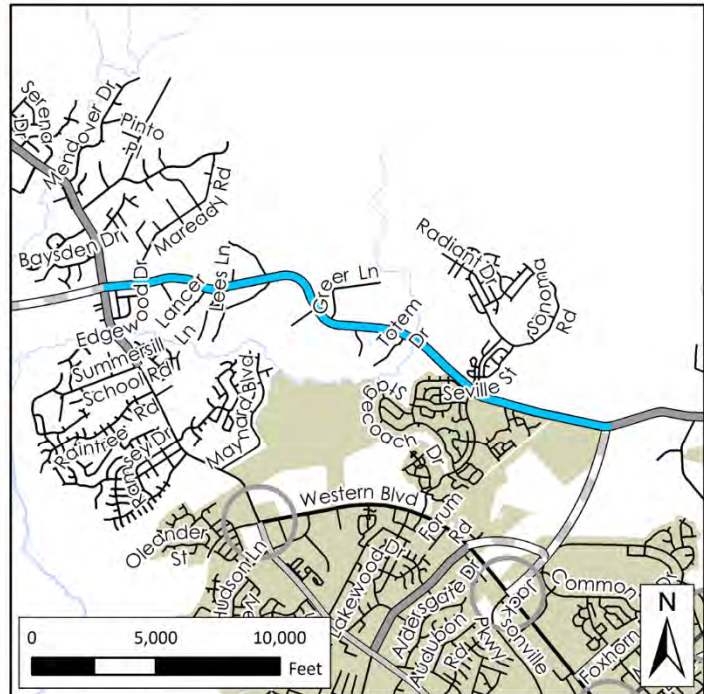
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	Sidewalk	Sidewalk
Transit Service	Green; Orange; Scarlet	Green; Orange; Scarlet

Ramsey Road



Convert to superstreet from Gum Branch Road to Jacksonville Parkway. This project will increase corridor safety and improve network connectivity.



Project at a Glance

ID	H171302
Type	Superstreet
Length	4.3 miles
Estimated Cost	\$40,547,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	2	4
V/C Ratio	0.27	0.44
Volume (vpd)	3,770	16,680
Capacity (vpd)	13,760	38,400
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features:</u>	
None	

Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		Sidewalk
Transit Service		

NC 210



Widen to multilane between US 17 and Old Folkstone Road. This project will increase corridor safety, reduce congestion, enhance multimodal mobility, and improve traffic flow.



Project at a Glance

ID	U-5949
Type	Widen
Length	5.8 miles
Estimated Cost	\$46,798,000
Cost Band	2026-2030

Operational Characteristics

	Existing	Future
Travel Lanes	2	4
V/C Ratio	0.33	0.25
Volume (vpd)	6,700	13,530
Capacity (vpd)	20,180	55,330
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

- Wetlands
- Bodies of Water
- Land Trust Conservation Properties
- Historic Districts/Sites
- Natural Heritage/Cultural Resources
- Game Lands

Specific Features:

USMC

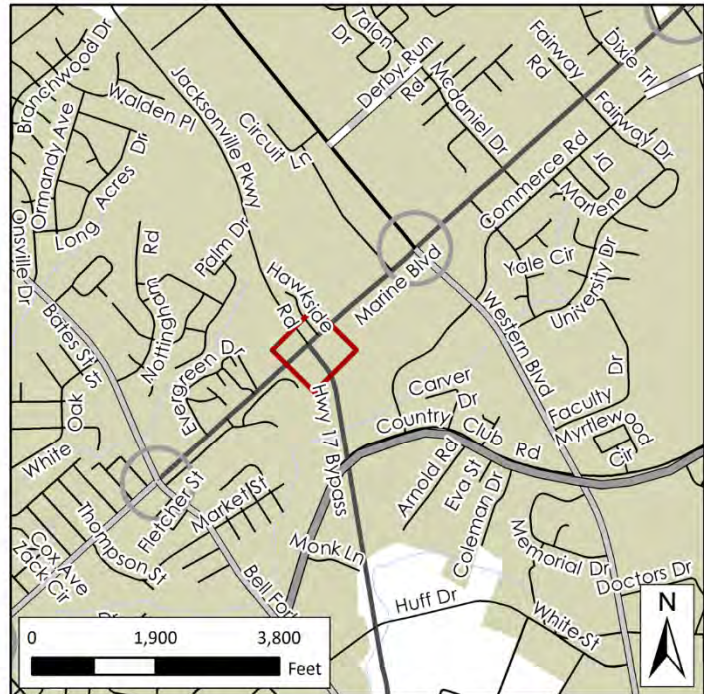
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		Greenway
Transit Service		

US 17 Marine Boulevard



Convert at-grade intersection at US 17B and US 17 to partial interchange to allow connection to Jacksonville Parkway. This project will improve corridor safety, reduce travel times, and improve network connectivity.



Project at a Glance

ID	U-5951
Type	Partial Interchange
Length	N/A
Estimated Cost	\$17,000,000
Cost Band	2016-2025

Operational Characteristics

	Existing	Future
Travel Lanes	4	4
V/C Ratio	N/A	N/A
Volume (vpd)	N/A	N/A
Capacity (vpd)	N/A	N/A
Crash Rate	N/A	N/A
Truck Percentage	N/A	N/A

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features:</u> none	

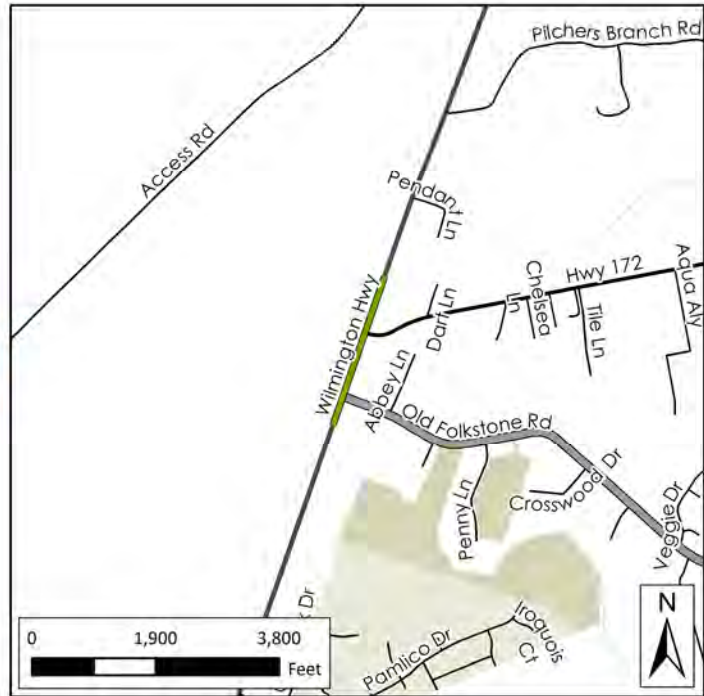
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		
Transit Service	Scarlet	Scarlet

US 17 Wilmington Highway



Convert existing crossovers at NC 172 and Old Folkstone Road to superstreet. This project will improve corridor safety.



Project at a Glance

ID	U-6065
Type	Superstreet
Length	1.0 mile
Estimated Cost	\$2,500,000
Cost Band	2016-2025

Operational Characteristics

	Existing	Future
Travel Lanes	4	4
V/C Ratio	0.39	0.87
Volume (vpd)	11,650	27,300
Capacity (vpd)	29,760	31,360
Crash Rate		
Truck Percentage		

Environmental Impacts

- Wetlands
- Bodies of Water
- Land Trust Conservation Properties
- Historic Districts/Sites
- Natural Heritage/Cultural Resources
- Game Lands

Specific Features:

none

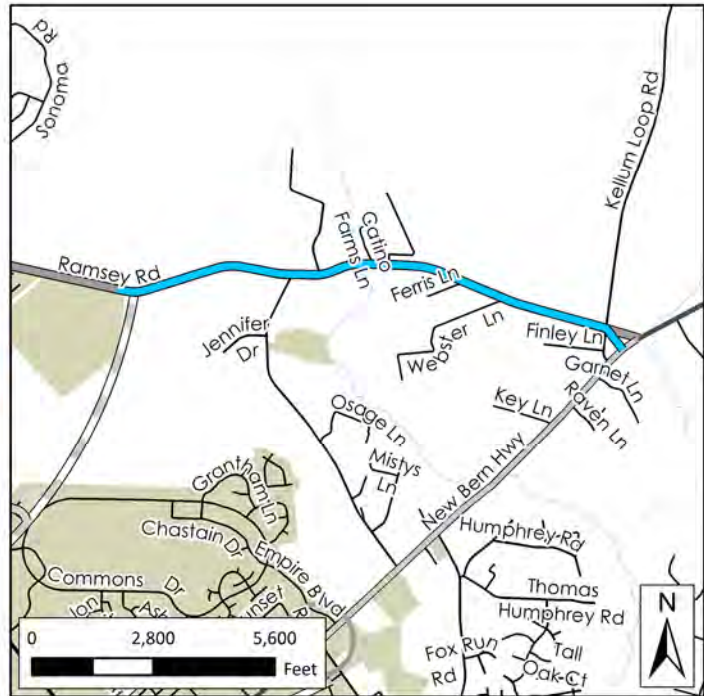
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		
Transit Service		

Ramsey Road



Convert to superstreet from Jacksonville Parkway to US 17. This project will increase corridor safety and improve network connectivity.



Project at a Glance

ID	U-5791
Type	Superstreet
Length	2.2 miles
Estimated Cost	\$20,273,000
Cost Band	2016-2025

Operational Characteristics

	Existing	Future
Travel Lanes	2	4
V/C Ratio	0.22	0.48
Volume (vpd)	3,080	13,870
Capacity (vpd)	13,760	28,640
Crash Rate		
Truck Percentage		

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
Specific Features: none	

Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities		
Transit Service		

