Introduction

As growth occurs and travel demand increases, roadway improvements are needed to manage traffic congestion and improve safety. The JUMPO 2050 MTP recommendations blend connectivity and access with mobility to create a balanced and efficient transportation network. Recommendations for the future roadway system consider roadways at a corridor level and provide improvements for all travel modes incorporating the complete streets concept along the corridor that is compatible with surrounding land use. This chapter presents the process used to identify existing and future roadway needs along with resulting recommendations and the prioritization process for roadway projects.

Transportation and Land Use

The transportation system influences development patterns by dictating the fastest, most convenient, and safest travel routes. Available travel modes also influence settlement patterns. People who desire daily services accessible by foot, bike, or public transit choose to live in different locations than people who prefer to drive to these destinations. As transportation corridors are improved and expanded, new development typically follows. This push-pull relationship typically results in concentrated growth along major thoroughfares as residents seek to take advantage of the most convenient transportation facilities. When blended with supportive public policies and investment strategies, the transportation network can serve as an effective tool for guiding regional development. This relationship also underscores the importance of the linkage between transportation and housing.

The relationship between urban form and transportation can be expressed in terms of density, diversity, design, and (travel) distance. The evaluation of these elements as part of the JUMPO 2050 MTP contributed to developing the region's multimodal transportation recommendations.

Density

A diversity of housing and travel options is beneficial to the community. Residential density and non-residential intensity can look and feel different based on building form and a neighborhood's design. As in most communities, location is often the main factor in determining density and intensity in the Jacksonville region. Moving away from downtown Jacksonville, land has typically developed at a lower density and intensity. Managing the location and magnitude of new density or intensity within the built environment helps planners determine infrastructure needs and implementation costs, shifting impacts away from environmentally sensitive areas.

Diversity

Mixed-use developments combine a variety of public amenities with compatible land uses, creating places where people live, play, work, and shop. They offer advantages over single-use developments by fostering a more efficient, livable transportation system characterized by shorter trip lengths, more choice among modes, convenient access, and more internal trips. The City of Jacksonville and Onslow County continue to work collaboratively to identify preferred locations for these types of development.

Design

Urban design shapes the blocks, neighborhoods, and districts that organize the built environment and give our cities identity. Elements of urban design provide a three-dimensional physical form to locally adopted comprehensive plans or zoning ordinances. Urban design connects people, places, and buildings. Some elements of urban design (e.g., street pattern, streetscape design, block size, building scale and massing, parking, and landscaping) directly influence travel mode choice and travel behavior. These design elements provide context to the transportation system and relate to the complete streets described in the following section. The type, placement, and scale of design elements vary with the context of the surrounding environment, and programming improvements must be tailored to rural, suburban, and urban environments.

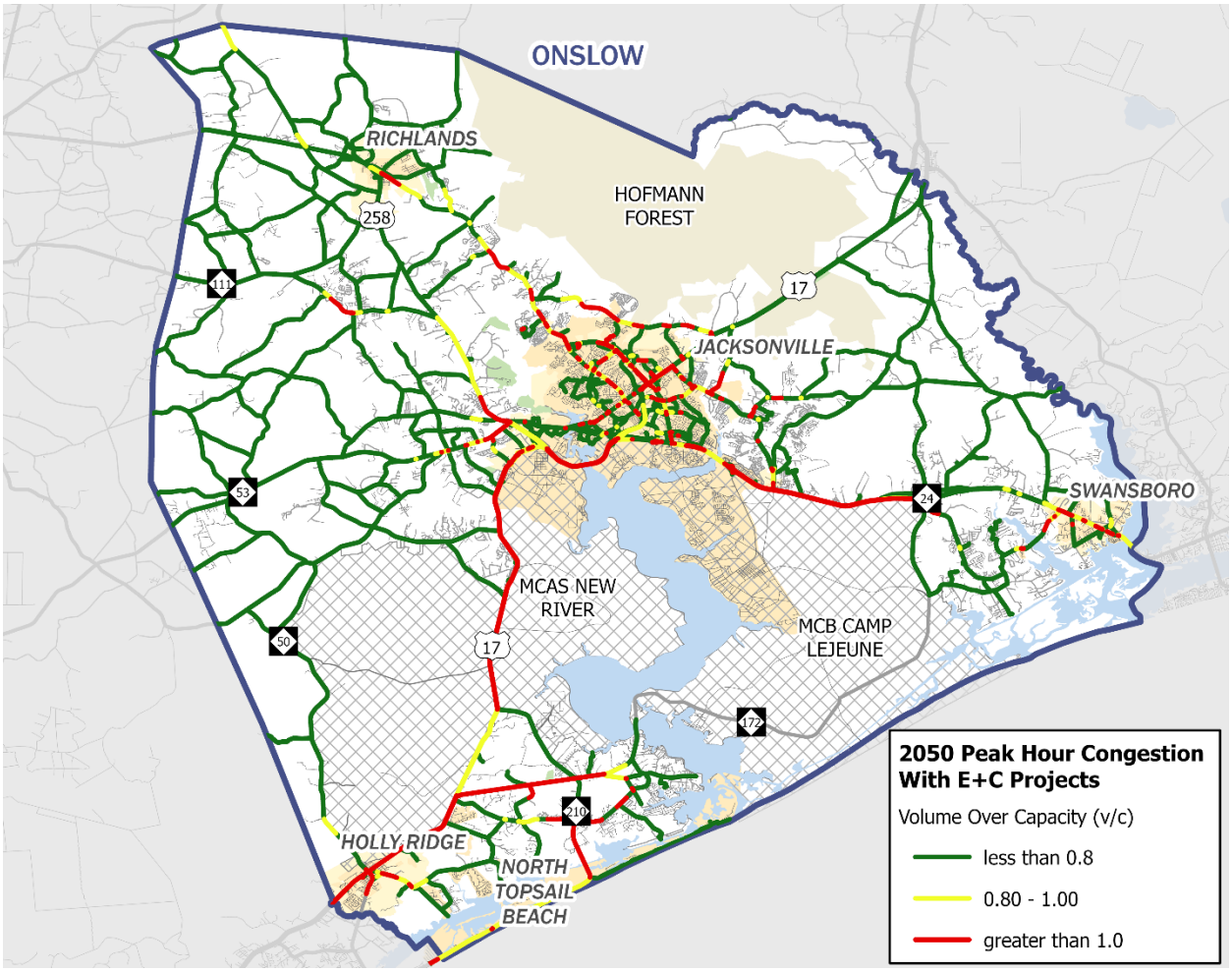
Distance

The distance between the origin and destination is a primary factor (along with travel mode choice) influencing travel behavior. The physical distance between complementary land uses in rural or suburban settings tends to promote automobile travel, particularly since safe, convenient facilities usually are not available for pedestrians and bicyclists. Denser mixed-use areas decrease the travel distance between complementary land uses and support transit, bicycle, and walking as viable alternatives to the automobile.

Future Traffic Congestion

Chapter 2 describes the current conditions and needs of the region's transportation network. It also outlines pressures the transportation network may be facing in the future. Population growth in the Jacksonville area is outpacing that of the state, which is one of many indicators that the area will continue to be attractive for potential residents and employers. Projected population and employment growth has been documented within the Region 16 Travel Demand Model using data from 2022 as the base year. Population and employment levels were projected through the travel demand model development process through the year 2050. Using this information, the travel demand model was run for the 2050 horizon year of this plan. Figure 22 illustrates the projected 2050 PM peak hour congestion in the study area, assuming only the currently existing and committed projects are completed. PM peak hour congestion is utilized as it contains the highest level of traffic congestion for JUMPO.

Figure 22: Projected 2050 PM Peak Hour Congestion (V/C) with Existing & Committed Projects



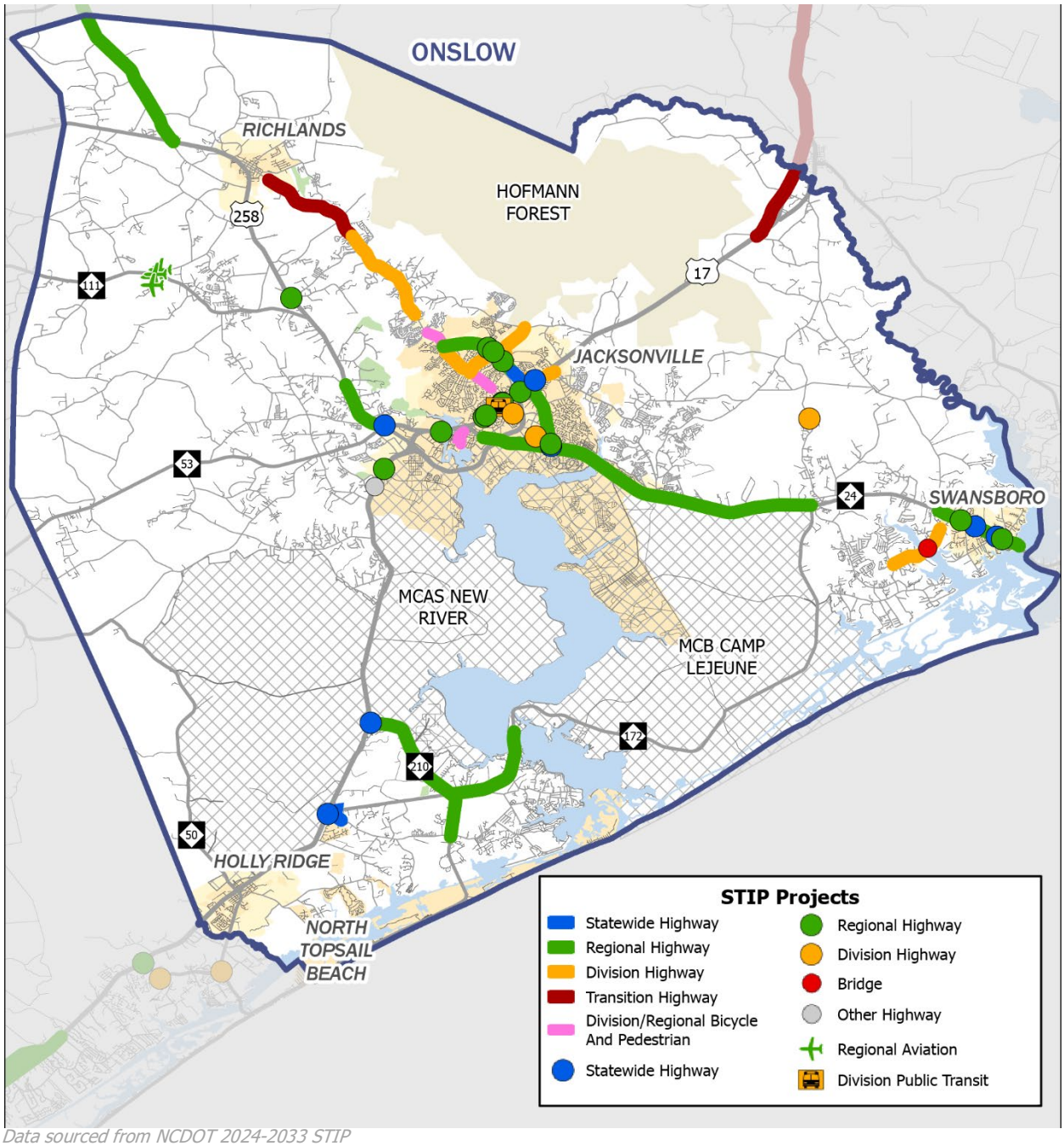
Data sourced from Region 16 Travel Demand Model

The region's growth through 2050 will significantly affect the roadway network. Without improvements to the network, corridors such as US-17, NC-24, Gum Branch Rd, and Ramsey Rd will experience significant congestion. The MTP's roadway recommendations were partly developed to address these regional congestion needs.

State Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is North Carolina's ten-year state and federally mandated plan that schedules and identifies construction funding for transportation projects. The STIP covers a ten-year period, with the first five years (2024-2028) referred to as the "delivery STIP" and the latter five years (2029-2033) referred to as the "developmental STIP." JUMPO's Transportation Improvement Program (TIP) is a subset of the STIP and is consistent with 2024-2028 delivery STIP projects. All scheduled and funded NCDOT STIP projects are shown below in Figure 23 and Table 13.

FIGURE 23: STIP PROJECTS



Data sourced from NCDOT 2024-2033 STIP

March 2025

TABLE 13: 2024-2033 STIP PROJECTS

STIP No	Project Name	Funding Year
B-5944	Queens Creek Rd. Replace Bridge 660077 over Queen's Creek.	2028
HS-2002Q	US 258 between NC 24 in Richlands and US 70 in Kinston. Install rumble stripes.	2025
HS-2003AA	Bell Fork Rd at Brynn Marr Rd. Upgrade traffic signals, signing, and pavement marking.	2024
HS-2003AB	Riggs Rd from Nautical Wave Rd to Hubert Blvd. Install pavement markings.	2024
HS-2003AF	US 17 BUS (Marine Blvd) at Gum Branch Rd/Bell Fork Rd in Jacksonville. Update/Install traffic signals, pavement markings, curb ramps, and pedestrian accommodations.	2024
HS-2003AG	US 17 BUS (Marine Blvd) at Onslow Dr in Jacksonville. Update/Install traffic signal, pavement markings, and pedestrian accommodations.	2024
HS-2003AJ	US 17 (Marine Blvd) at US 17 BUS (Marine Blvd) and Henderson Dr in Jacksonville. Upgrade traffic signal and pavement markings and install pedestrian improvements.	2024
HS-2003AM	NC 53 (Western Blvd) at Forum Rd/Marty Goldman Way in Jacksonville. Install crosswalks and pedestrian signals.	2024
HS-2003AT	NC 24 at Norris Rd in Swansboro. Install crosswalks, ramps, pedestrian signals, and 100 feet of sidewalk.	2024
HS-2003X	NC 24 at Phillips Loop Rd in Swansboro. Install crosswalks with pedestrian signals and advance flashers.	2024
HS-2403B	NC 53; US 117; NC 111. Install center and edgeline sinusoidal rumble strips.	2026
R-5885A	NC 24 (West Corbett Ave). Replace culvert east of West Shore Dr.	2025
U-4007C	US 17 from Western Blvd to Fairway Dr. Widening.	Not Funded
U-4007D	US 17 from Fairway Dr to Drummer Kellum Rd. Widening.	Not Funded
U-4007E	NC 53 from US 17 (Marine Blvd) to Exchange Dr. Widening.	2028
U-4906	Gum Branch Rd from Mills Fields Rd to East of Ramsey Rd in Jacksonville. Modernize the roadway, provide paved shoulders, and intersection improvements.	Completed
U-5508	NC 24 (Lejeune Blvd) at NC 53 (Western Blvd) in Jacksonville. Upgrade intersection and drainage	2028
U-5716	NC 24 at US 258 (Richlands Hwy). Convert at-grade intersection to interchange.	2023
U-5728	US 17 BUS (Marine Blvd) at Bell Fork Rd in Jacksonville. Improve intersection.	2024

STIP No	Project Name	Funding Year
U-5735	US 17 (Wilmington Hwy) at Old Maplehurst Rd in Jacksonville. Construct interchange and associated improvements to MCAS New River Main Gate.	2027
U-5736	NC 53 (Western Blvd) from US 17 (Marine Blvd) to NC 24 (Lejeune Blvd) in Jacksonville. Construct access management improvements.	2028
U-5739	US 258/NC 24 (Richlands Hwy) from Pony Farm Rd to Blue Creek Rd. Construct reduced conflict intersections.	2028
U-5787	Trade St from NC 53 (Western Blvd) to McDaniel Dr in Jacksonville. Construct roadway on a new location.	2025
U-5789	NC 53 (Western Blvd) at Jacksonville Pkwy. Improve intersection.	2025
U-5791A	Jacksonville Pkwy EXT from NC 53 (Western Blvd) to US 17 (New Bern Hwy). Construct roadway on a new location.	2027
U-5878	Commerce Dr EXT from Commerce Dr to Piney Green Rd. Construct roadway on a new location.	Completed
U-5903	Henderson Rd from Gum Branch Rd to NC 53 (Western Blvd). Upgrade to reduced conflict intersections.	2028
U-5949	NC 210 from US 17 to South of Old Folkstone Rd. Widen to multi-lanes.	2028
U-5950	US 17 BUS (Marine Blvd) at Henderson Dr. Improve intersection.	2025
U-5951	US 17 at US 17 BUS (Marine Blvd). Upgrade at-grade intersection to partial interchange.	2026
U-6065	US 17 at NC 172 (Sneads Ferry Rd/Old Folkstone Rd). Install super-street with intersection improvements.	2025
U-6082	Bell Fork Rd at Country Club Rd/Hargett St. Improve intersection.	2025
W-5203U	NC 53 Western Blvd at Henderson Dr. Intersection improvements.	Under Construction
W-5803C	US 17 BUS and Old Bridge St. Upgrade traffic signals, pavement markings, and improve sight distance.	Completed
W-5803D	NC 24 (West Corbett Ave) and Old Hammocks Rd. Upgrade pedestrian signals.	Completed

Corridors

Figure 24 highlights the roadway projects in the JUMPO 2050 MTP. The recommendations were identified through previous planning efforts, community engagement, and a needs assessment that leveraged existing and future volumes, crash data, and environmental resiliency factors.

Recommendation Types

The following improvement types are the categories for the JUMPO 2050 MTP recommendations.

Access Management & Operation

Restricting certain turning movements, consolidating driveways, adding medians, constructing superstreets, and upgrading multiple intersections.

Complete Street

Adding or reallocating existing pavement or right-of-way to reclaim space for pedestrians, bicyclists, or public transportation.

Modernization

Enhancing existing roadways to meet current needs including lane reconfiguration, curb and gutter enhancement, or rehabilitating roads.

New Location

Constructing a new roadway to distribute vehicles on alternative routes.

Realignment

Altering roadway configuration to enhance safety.

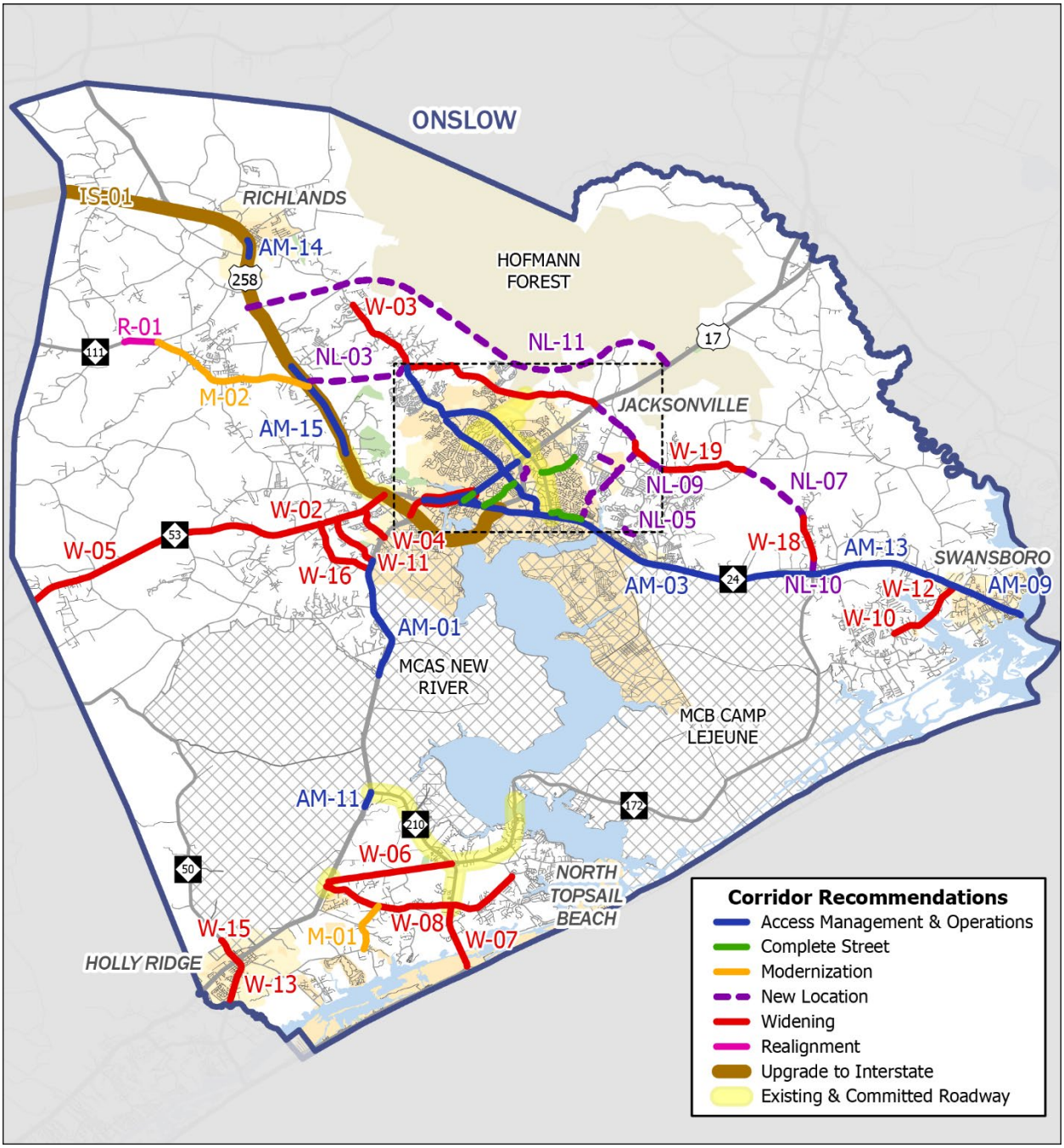
Upgrade to Interstate

Upgrading highway to controlled access freeway or interstate.

Widening

Adding at least one travel lane to enhance capacity.

Figure 24: Corridor Recommendations



**Dashed black line represents extent of Jacksonville Inset Map*

Figure 25: Inset Map of Corridor Recommendations

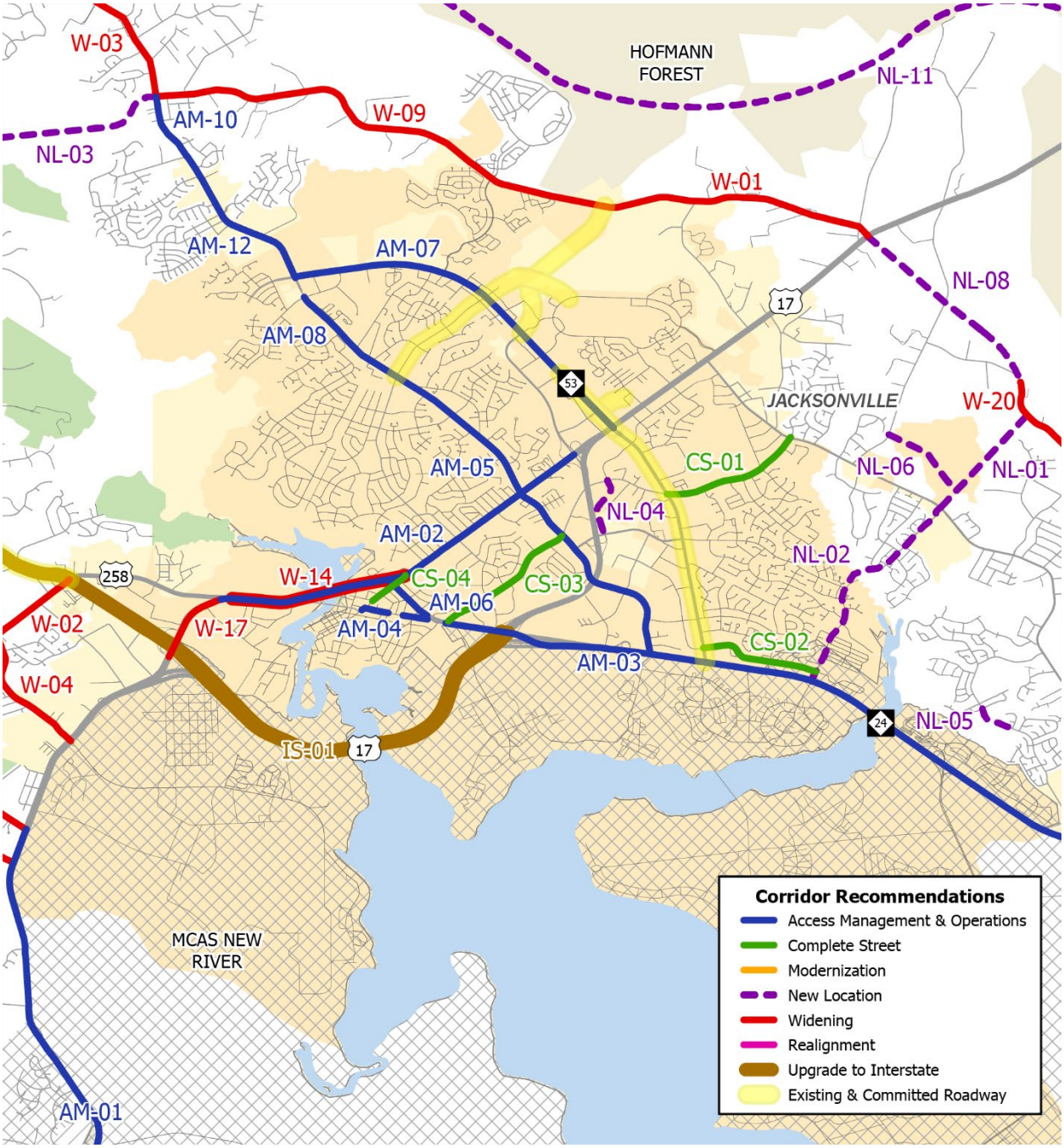


TABLE 14: CORRIDOR PROJECTS

ID	Name	From	To	Type
AM-01	US 17 (Wilmington Hwy)	Onslow Pines Rd	High Hill Rd	Access Management
AM-02	US 17 BUS (Marine Blvd)	US 258/NC 24 BUS (Richlands Hwy)	US 17 (Marine Blvd)	Access Management
AM-03	NC 24 (Lejeune Blvd)	NC 24 BUS (Johnson Blvd)	NC 172	Access Management
AM-04	New Bridge St	Old Bridge St	NC 24 BUS (Johnson Blvd)	Access Management
AM-05	Gum Branch Rd/Bell Fork Rd	Western Blvd	NC 24 (Lejeune Blvd)	Access Management
AM-06	NC 24 BUS (Johnson Blvd)	US 17 BUS (Marine Blvd)	NC 24 (Lejeune Blvd)	Access Management
AM-07	NC 53 (Western Blvd)	Gum Branch Rd	US 17	Access Management
AM-08	Gum Branch Rd	Williamsburg Pkwy	Indian Dr	Access Management
AM-09	NC 24 (West Corbett Ave)	Belgrade-Swansboro Rd	Front St	Access Management
AM-10	Gum Branch Rd	Summersill School Rd	Ramsey Rd	Access Management
AM-11	US 17 (Wilmington Hwy)	NC 210	Dixon Estates Rd	Access Management
AM-12	Gum Branch Rd	NC 53 (Western Blvd)	Summersill School Rd	Access Management
AM-13	NC 24	NC 172	Belgrade-Swansboro Rd	Access Management
AM-14	US 258 (Richlands Hwy)	Koonce Fork Rd	South Wilmington St	Access Management
AM-15	US 258 (Richlands Hwy)	Pony Farm Rd	Rhodestown Fire Department Rd	Access Management
CS-01	Country Club Rd	NC 53 (Western Blvd)	Piney Green Rd	Complete Street
CS-02	Liberty Dr	NC 53 (Western Blvd)	Corbin St	Complete Street
CS-03	Hargett St	Johnson Blvd	Bell Fork Rd	Complete Street
CS-04	Chaney Ave	US 17 BUS (Marine Blvd)	E Railroad St	Complete Street
IS-01	NC 24	Onslow County Boundary	NC 24 (Lejeune Blvd)	Upgrade to Interstate
M-01	Tar Landing Rd	Old Folkstone Rd	Holly Ridge Rd	Modernization
M-02	NC 111 (Catherine Lake Rd)	US 258 (Richlands Hwy)	Fowler Manning Rd	Modernization
NL-01	Hemlock Dr	Piney Green Rd	Waters Rd	New Location
NL-02	Hemlock Dr	Hemlock Dr	Corbin St	New Location

ID	Name	From	To	Type
NL-03	NC 111 (Caterine Lake Rd Ext)	US 258 (Richlands Hwy)	Gum Branch Rd	New Location
NL-04	Commerce Dr	Country Club Rd	Huff Dr	New Location
NL-05	Hunter's Trl Ext	Hunter's Trl	Hunter's Trl	New Location
NL-06	Halltown Rd	Hemlock Drive Ext	Old 30 Rd	New Location
NL-07	Jacksonville Bypass (Old 30 Rd Ext)	Riggs Rd	Old 30 Rd	New Location
NL-08	Jacksonville Bypass (Waters Rd Ext)	Waters Rd	US 17 (New Bern Hwy)	New Location
NL-09	Jacksonville Bypass (Old 30 Rd Ext)	Old 30 Rd	Waters Rd	New Location
NL-10	Jacksonville Bypass (Riggs Rd Ext)	NC 24 (Freedom Way)	Riggs Rd	New Location
NL-11	Gum Branch Outer Loop	US 258	US 17	New Location
R-01	NC 111(Catherine Lake Rd)	Haw Branch Rd	Albert J. Ellis Airport Rd	Realignment
W-01	Ramsey Rd	Jacksonville Pkwy	US 17 (New Bern Hwy)	Widening
W-02	NC 53 (Burgaw Hwy)	US 258/NC 24 (Richlands Hwy)	Holly Shelter Rd	Widening
W-03	Gum Branch Rd	Ramsey Rd	Rhodestown Rd	Widening
W-04	Old Maplehurst Rd	NC 53 (Burgaw Hwy)	US 17 (Wilmington Hwy)	Widening
W-05	NC 53 (Burgaw Hwy)	Holly Shelter Rd	Onslow County Boundary	Widening
W-06	NC 172	US 17	NC 210	Widening
W-07	NC 210	Old Folkstone	North Shore Dr	Widening
W-08	Old Folkstone Rd	US 17	Ennett Ln	Widening
W-09	Ramsey Rd	Gum Branch Rd	Jacksonville Pkwy	Widening
W-10	Queens Creek Rd	Jones Rd	Smallwood Rd	Widening
W-11	Onslow Pines Rd	NC 53 (Burgaw Hwy)	US 17 (Wilmington Hwy)	Widening
W-12	Queens Creek Rd	NC 24 (Corbett Ave)	Jones Rd	Widening
W-13	NC 50 (Ocean Rd)	US 17 (Wilmington Hwy)	NC 210	Widening

ID	Name	From	To	Type
W-14	US 17 (South Marine Blvd)	Richlands Hwy	Chaney Ave	Widening
W-15	NC 50 (W Ocean Rd)	Holly Ridge ETJ	US 17 (Ocean Hwy)	Widening
W-16	Murrill Hill Rd	NC 53 (Burgaw Hwy)	US 17 (Wilmington Hwy)	Widening
W-17	US 17 (Wilmington Hwy)	US 17 BUS (Marine Blvd)	US 17 (Marine Blvd)	Widening
W-18	Jacksonville Bypass (Riggs Rd)	Blue Haven Dr	Gillcrest Ln	Widening
W-19	Jacksonville Bypass (Old 30 Rd)	Rocky Run Rd	Silver Hills Dr	Widening
W-20	Jacksonville Bypass (Waters Rd)	North of Garrett Dr	North of Tad Ln	Widening

Intersections

To create a successful transportation network, intersection recommendations must complement the proposed corridor recommendations. More than 20 intersection projects were identified as part of the recommendations process. The recommendations address various concerns including congestion, safety, and operational functionality.

Figure 26 highlights the intersection projects in the JUMPO 2050 MTP. The following treatment types are the categories for the JUMPO 2050 MTP recommendations.

Intersection Projects

Intersection Improvement

Improvements like striping, roundabouts, or other infrastructure can reduce conflict. Signal improvements, such as adding or improving the timing of signals, can also improve the flow of traffic.

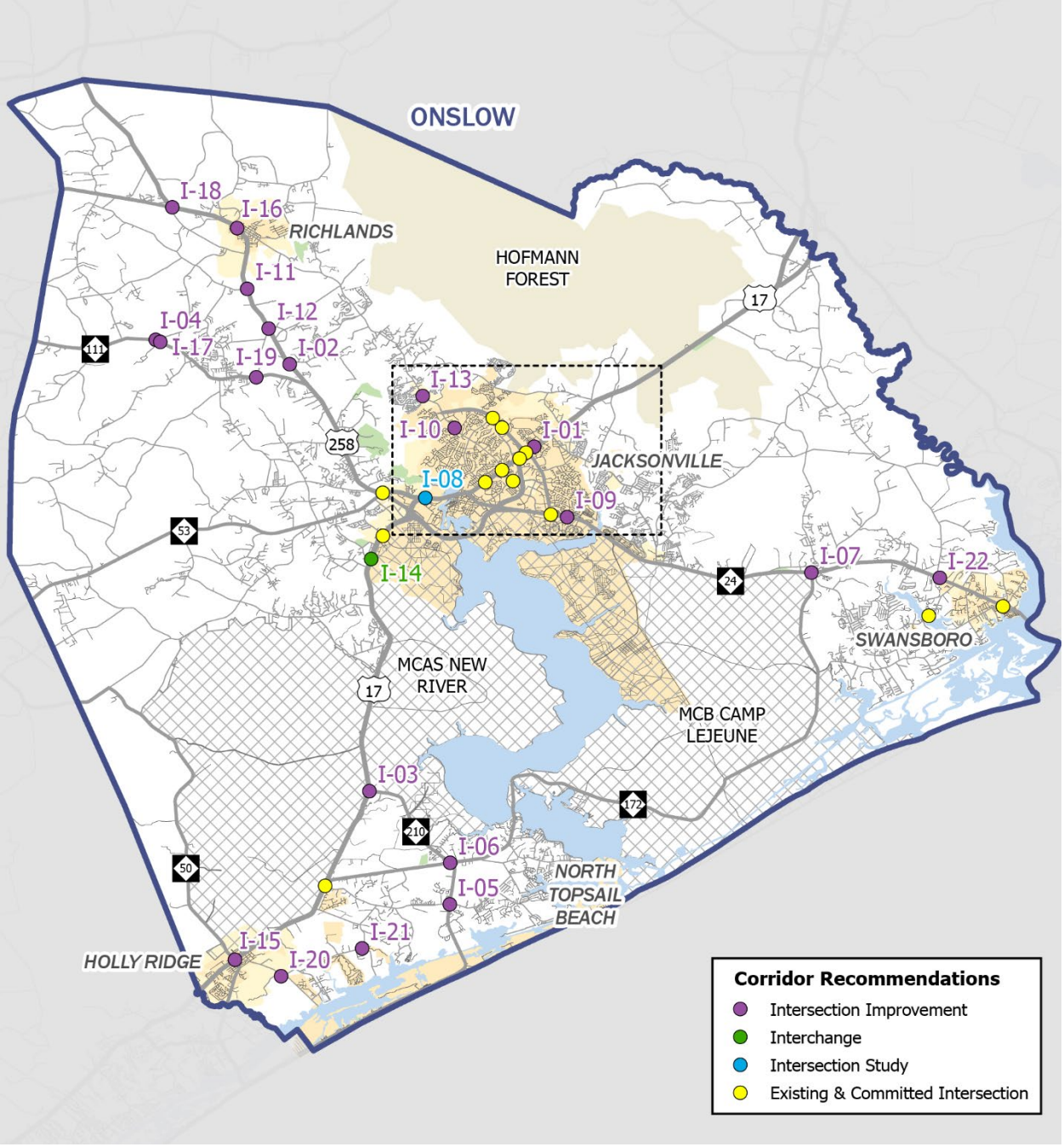
Intersection Study

Study of intersection treatments or incorporation of treatments identified in a previous planning effort at a specified location. Locations that are identified as needing improvement, but further study of crash patterns and traffic operations is needed to identify specific improvements.

New Interchange

Creating a crossing for vehicles to reduce congestion on major roadways and enhance access.

Figure 26: Intersection Recommendations



**Dashed black line represents extent of Jacksonville Inset Map*

Figure 27: Inset Map of Intersection Recommendations

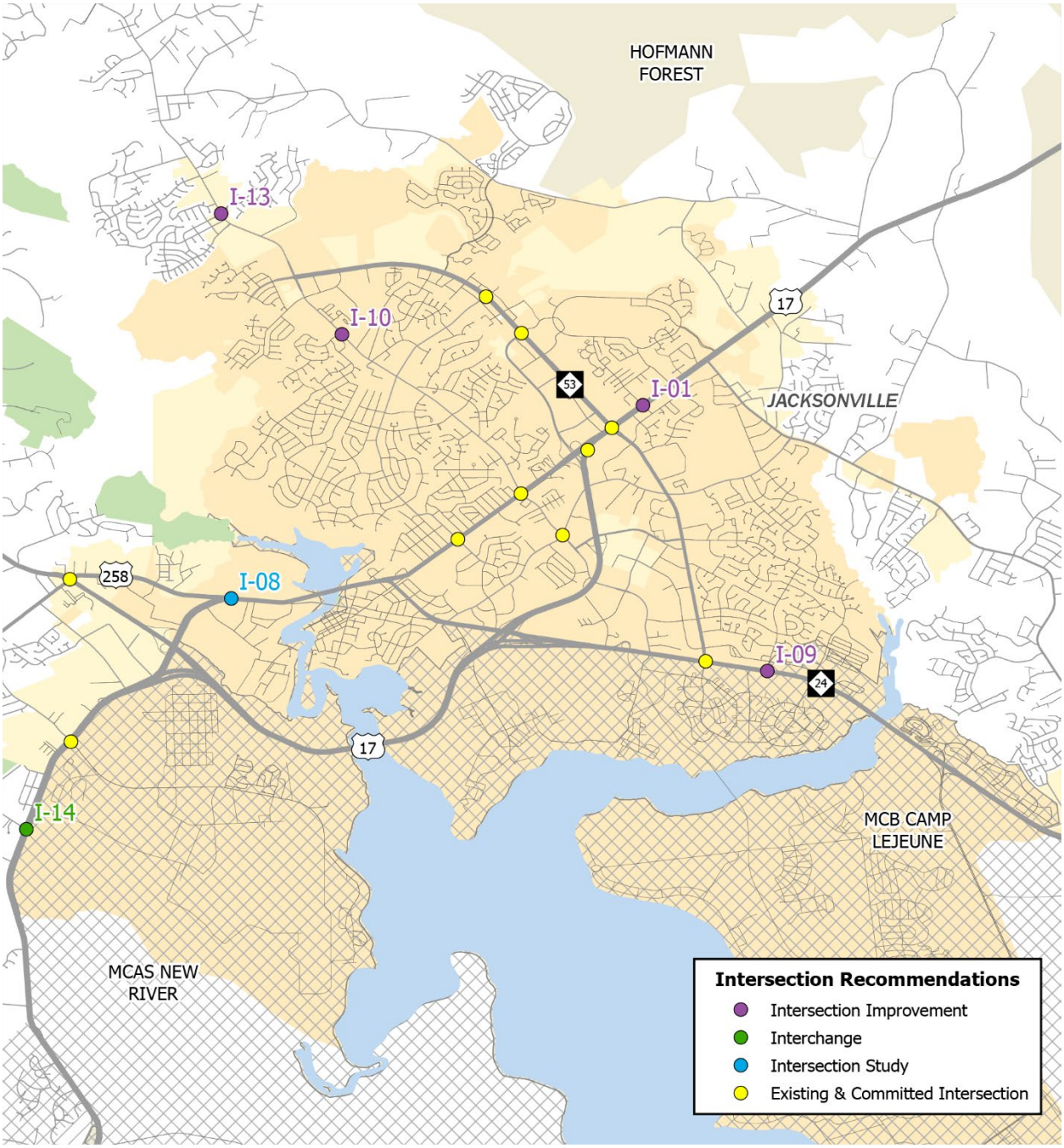


TABLE 15: INTERSECTION RECOMMENDATIONS

ID	Name	Type
I-01	McDaniel Drive at Workshop Lane	Intersection Improvement
I-02	US 258/NC 24 (Richlands Highway) at Rhodestown Fire Department Road	Intersection Improvement
I-03	US 17 at NC 210	Intersection Improvement
I-04	NC 111 (Catherine Lake Rd) at Fowler Manning Rd	Intersection Improvement
I-05	Old Folkstone Rd at NC 210	Intersection Improvement
I-06	NC 210 at NC 172	Intersection Improvement
I-07	NC 24 at NC 172	Intersection Improvement
I-08	US 258 at US 17 Bus	Intersection Study
I-09	Piney Valley Rd at NC 24 (Lejeune Blvd)	Intersection Improvement
I-10	Gum Branch Rd at Plantation Blvd/Community Dr	Intersection Improvement
I-11	US 258 (Richlands Highway) at Gregory Fork Road	Intersection Improvement
I-12	US 258 (Richlands Highway) at Union Chapel Church Road	Intersection Improvement
I-13	Gum Branch Rd at Hunting Green Dr/Ramsey Dr	Intersection Improvement
I-14	US 17 (Wilmington Highway) at Onslow Pines Rd	Interchange
I-15	US 17 at NC 50	Intersection Improvement
I-16	US 258/NC 24 at West Franck Street	Intersection Improvement
I-17	NC 111 (Catherine Lake Road) at Albert J. Ellis Airport Rd	Intersection Improvement
I-18	NC 24 (Beulaville Hwy) at US 258 (Kinston Hwy)/US 258 (Richlands Hwy)	Intersection Improvement
I-19	NC 111 (Catherine Lake Rd) at Union Chapel Church Rd	Intersection Improvement
I-20	Sound Rd/Morris Landing Rd at Holly Ridge Rd	Intersection Improvement
I-21	Holly Ridge Rd at Tar Landing Rd	Intersection Improvement
I-22	NC 24 at Belgrade-Swansboro Rd	Intersection Improvement

Prioritization

Prioritization is a vital tool for implementing the identified roadway projects for the JUMPO MPO. The prioritization exercise accounts for a wide variety of factors and project characteristics including planning-level costs, alignment with local and regional considerations, safety, and more. The following sections outline the prioritization methodology and include the results.

Prioritization Methodology

The assessment of roadway projects for the JUMPO 2050 MTP includes quantitative and qualitative metrics. The evaluation metrics used for the prioritization leveraged the NCDOT Prioritization 7.0 (P7.0) methodology. The methodology was further refined based on local data availability and priorities. In coordination with NCDOT's methodology, the roadway and intersection recommendations were analyzed in relation to their respective state funding categories:

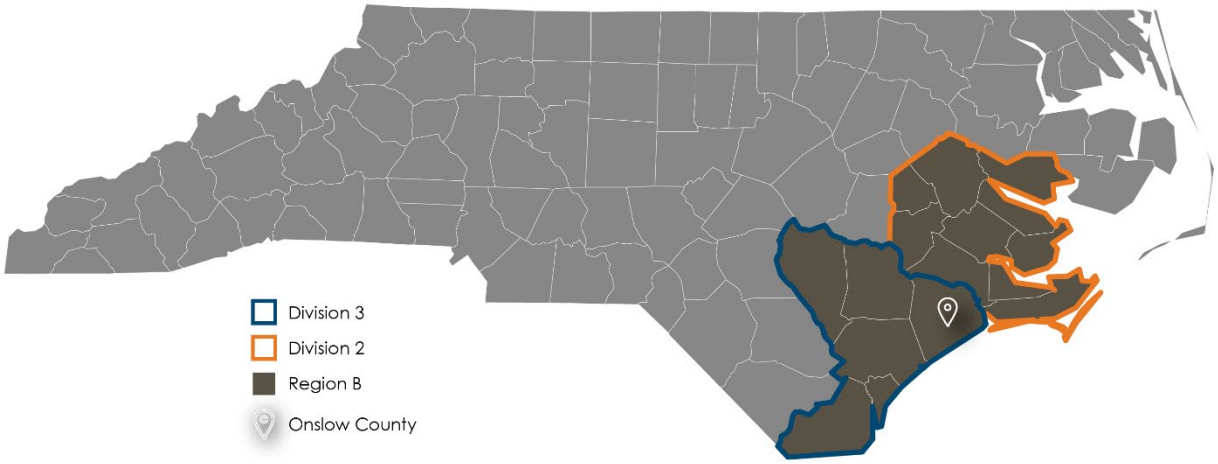
- Statewide Mobility
- Regional Impact
- Division Needs

Each of these categories is uniquely scored, weighted, and allocated funds. Figure 28 shows the region and division in which JUMPO is competing for funds. The following pages outline the methodology's assumptions and results.

The NCDOT prioritization process assesses and scores each project based on a unique methodology depending on the funding category. The three categories include:

- **Statewide Mobility**. Projects in this category receive 40% of the available revenue and are scored exclusively on quantitative data. Local preference is not considered.
- **Regional Impact.** Projects in this category receive 30% of the available revenue and are scored based on both quantitative and qualitative data. However, the quantitative score constitutes 70% of the overall score, while local preferences account for the remaining 30%.
- **Division Needs.** Projects in this category receive 30% of the available revenue. The projects are scored based on quantitative and qualitative input, which are valued equally.

Figure 28: NCDOT Division & Regions



Project types

P7.0 outlines two types of roadway projects: mobility and modernization. Each type of project is prioritized uniquely to account for the different benefits associated with it. NCDOT uses this process to consider projects for inclusion in the STIP. The MTP incorporates elements of NCDOT's process so that projects within the MTP are competitive in the near-term prioritization.

Scoring

The projects were scored using a combination of criteria. Once scored, a weight is applied to each criterion within the project category. The projects are sorted into near-, mid-, and long-term horizon tiers. The prioritization criteria are defined in Table 16 below. While the criteria are the same as those used in the P7.0 process, the MPO used locally available data that is appropriate at the scale and timeframe of the MTP.

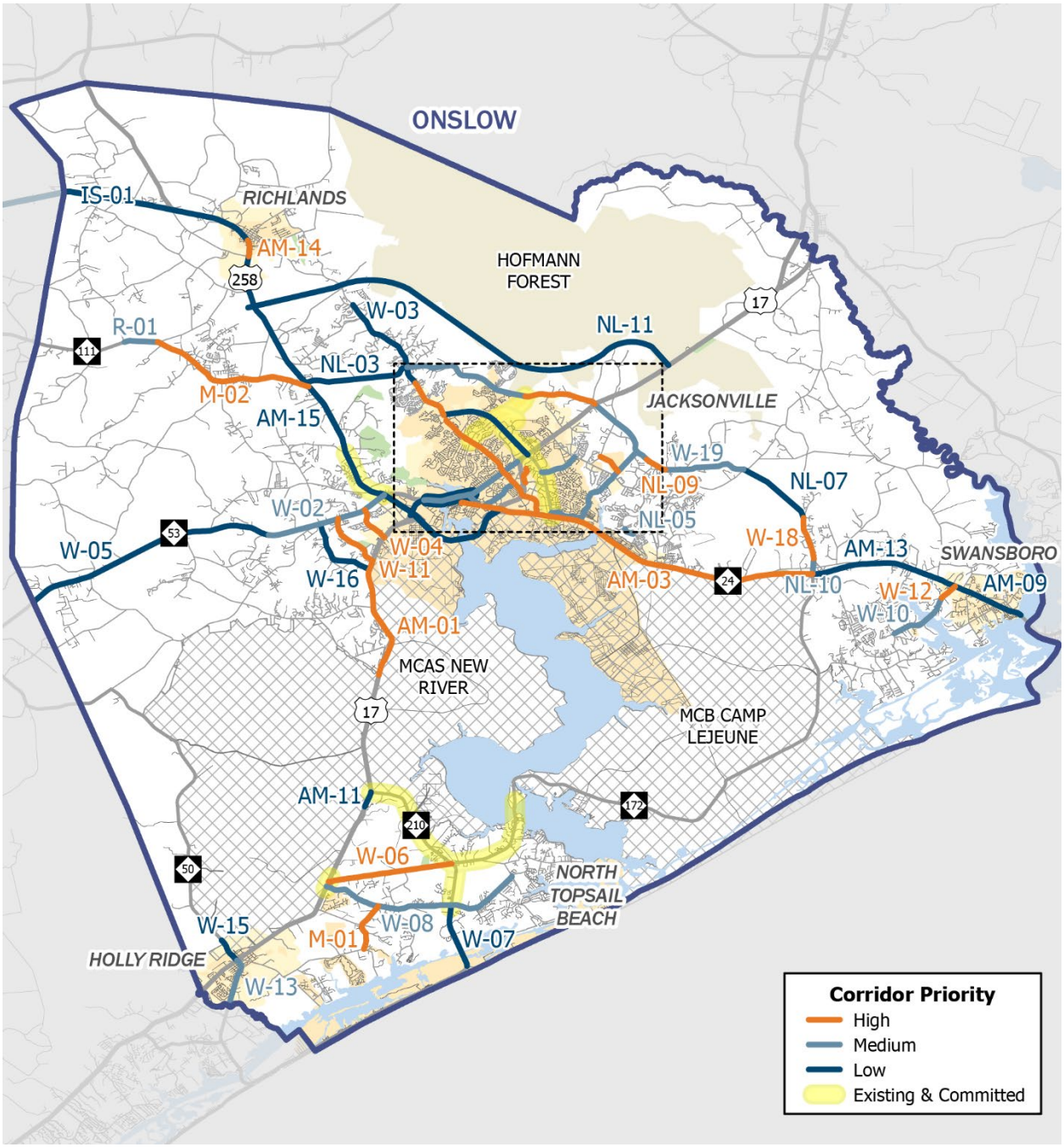
After discussions with the steering committee, metrics related to resiliency were added to the prioritization criteria. The addition of resiliency as a prioritization factor builds upon the baseline criteria found in P7.0 to create a more tailored process that aligns with JUMPO's goals.

Figure 29, Figure 30, and Table 17: Corridor Prioritization Tiers show the results of this roadway corridor prioritization process.

TABLE 16: PRIORITIZATION CRITERIA

Criteria	Mobility			Modernization		
	Statewide	Regional	Division	Statewide	Regional	Division
Freight	25%	10%	5%	25%	10%	5%
Safety	10%	10%	10%	25%	25%	20%
Congestion	30%	20%	15%	10%	5%	
Benefit-Cost	25%	20%	15%			
Economic Impact	10%					
Lane Width				10%	10%	5%
Shoulder Width				20%	10%	10%
Pavement Condition				10%	10%	10%
Accessibility		10%	5%			
Resiliency	10%	10%	10%	10%	10%	10%
Quantitative Total	110%	80%	60%	110%	80%	60%
Previous Planning Effort		30%	50%		30%	50%
Total Score	110%	110%	110%	110%	110%	110%

Figure 29: Corridor Priority Tiers



**Dashed black line represents extent of Jacksonville Inset Map*

Figure 30: Inset Map of Corridor Priority Tiers

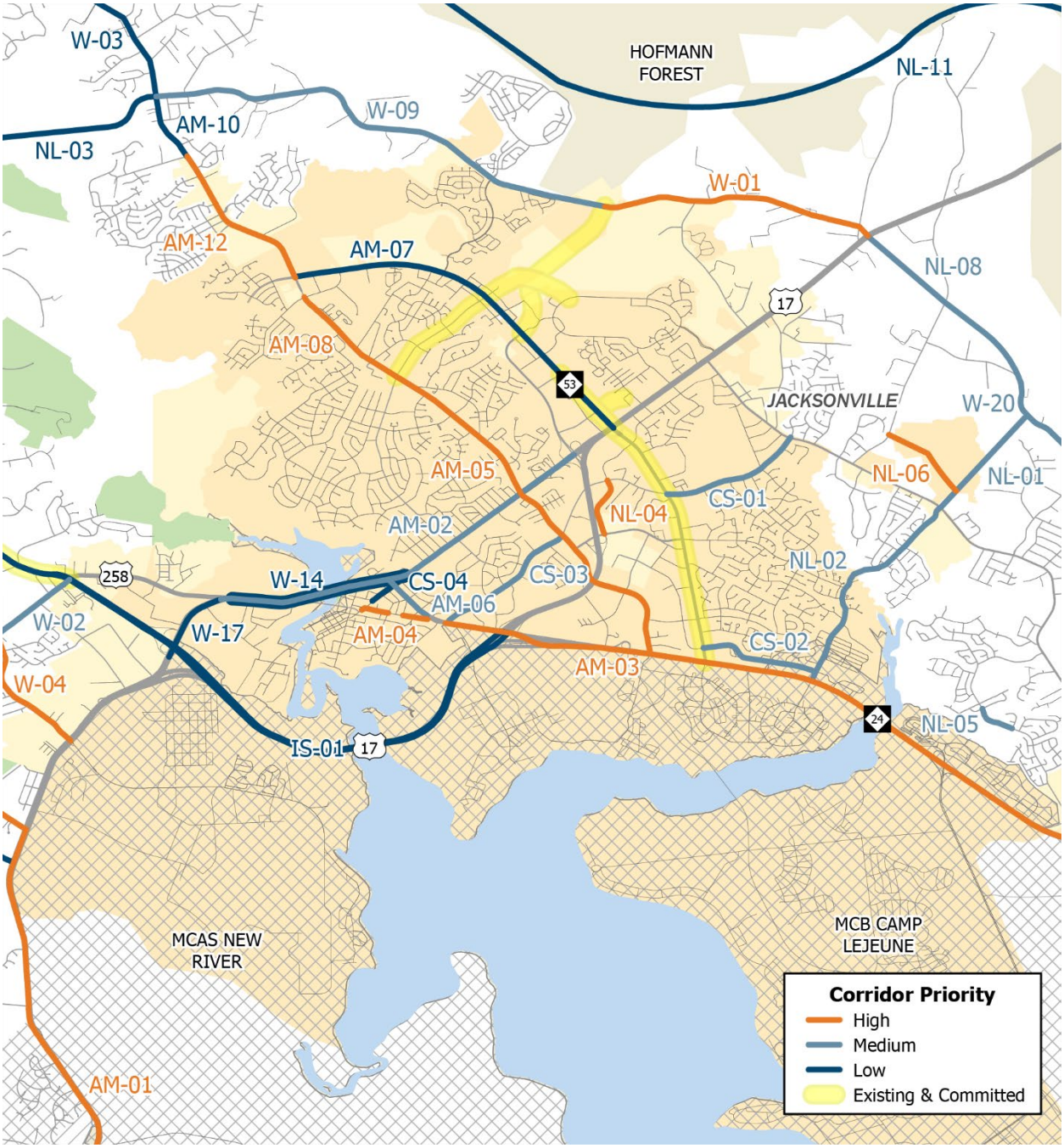


TABLE 17: CORRIDOR PRIORITIZATION TIERS

ID	Name	From	To	Type
High Priority Projects				
AM-14	US 258 (Richlands Hwy)	Koonce Fork Rd	South Wilmington St	Access Management
M-01	Tar Landing Rd	Old Folkstone Rd	Holly Ridge Rd	Modernization
AM-12	Gum Branch Rd	NC 53 (Western Blvd)	Summersill School Rd	Access Management
M-02	NC 111 (Catherine Lake Rd)	US 258 (Richlands Hwy)	Airport Rd	Modernization
W-04	Old Maplehurst Rd	NC 53 (Burgaw Hwy)	US 17 (Wilmington Hwy)	Widening
W-11	Onslow Pines Rd	NC 53 (Burgaw Hwy)	US 17 (Wilmington Hwy)	Widening
AM-04	New Bridge St	Old Bridge St	NC 24 BUS (Johnson Blvd)	Access Management
NL-09	Jacksonville Bypass (Old 30 Rd Ext)	Old 30 Rd	Waters Rd	New Location
AM-08	Gum Branch Rd	NC 53 (Western Blvd)	Henderson Dr	Access Management
AM-01	US 17 (Wilmington Hwy)	Onslow Pines Rd	High Hill Rd	Access Management
NL-06	Halltown Rd	Hemlock Drive Ext	Old 30 Rd	New Location
W-01	Ramsey Rd	Jacksonville Pkwy	US 17 (New Bern Hwy)	Widening
W-18	Jacksonville Bypass (Riggs Rd)	Blue Haven Dr	Gillcrest Ln	Widening
NL-04	Commerce Dr	Country Club Rd	Huff Dr	New Location
AM-03	NC 24 (Lejeune Blvd)	NC 24 BUS (Johnson Blvd)	NC 172	Access Management
W-06	NC 172	US 17 (Wilmington Hwy)	NC 210	Widening
AM-05	Gum Branch Rd/Bell Fork Rd	NC 53 (Western Blvd)	NC 24 (Lejeune Blvd)	Access Management
W-12	Queens Creek Rd	NC 24 (Corbett Ave)	Jones Rd	Widening
Medium Priority Projects				
CS-01	Country Club Rd	NC 53 (Western Blvd)	Piney Green Rd	Complete Street
NL-10	Jacksonville Bypass (Riggs Rd Ext)	NC 24 (Freedom Way)	Riggs Rd	New Location
CS-02	Liberty Dr	NC 53 (Western Blvd)	Corbin St	Complete Street
R-01	NC 111(Catherine Lake Rd)	Haw Branch Rd	Albert J. Ellis Airport Rd	Realignment
NL-05	Hunter's Trl Ext	Hunter's Trl	Hunter's Trl	New Location

ID	Name	From	To	Type
CS-03	Hargett St	Johnson Blvd	Bell Fork Rd	Complete Street
NL-02	Hemlock Dr	Hemlock Dr	Corbin St	New Location
AM-06	NC 24 BUS (Johnson Blvd)	US 17 BUS (Marine Blvd)	NC 24 (Lejeune Blvd)	Access Management
W-09	Ramsey Rd	Gum Branch Rd	Jacksonville Pkwy	Widening
AM-02	US 17 BUS (Marine Blvd)	US 258/NC 24 BUS (Richlands Hwy)	US 17 (Marine Blvd)	Access Management
W-20	Jacksonville Bypass (Waters Rd)	North of Garrett Dr	North of Tad Ln	Widening
W-10	Queens Creek Rd	Jones Rd	Smallwood Rd	Widening
W-08	Old Folkstone Rd	US 17 (Wilmington Hwy)	Ennett Ln	Widening
W-19	Jacksonville Bypass (Old 30 Rd)	Rocky Run Rd	Silver Hills Dr	Widening
NL-01	Hemlock Dr	Piney Green Rd	Waters Rd	New Location
NL-08	Jacksonville Bypass (Waters Rd Ext)	Waters Rd	US 17 (New Bern Hwy)	New Location
W-02	NC 53 (Burgaw Hwy)	US 258/NC 24 (Richlands Hwy)	Holly Shelter Rd	Widening
W-13	NC 50 (Ocean Rd)	US 17 (Wilmington Hwy)	NC 210	Widening
Low Priority Projects				
W-14	US 17 (South Marine Blvd)	US 258 (Richlands Hwy)	Chaney Ave	Widening
CS-04	Chaney Ave	US 17 BUS (Marine Blvd)	E Railroad St	Complete Street
NL-07	Jacksonville Bypass (Old 30 Rd Ext)	Riggs Rd	Old 30 Rd	New Location
AM-13	NC 24 (Freedom Way)	NC 172	Belgrade-Swansboro Rd	Access Management
W-05	NC 53 (Burgaw Hwy)	Holly Shelter Rd	Onslow County Boundary	Widening
AM-11	US 17 (Wilmington Hwy)	NC 210	Dixon Estates Rd	Access Management
W-03	Gum Branch Rd	Ramsey Rd	Country Club Rd	Widening
AM-15	US 258 (Richlands Hwy)	Pony Farm Rd	Rhodestown Fire Department Rd	Access Management
W-07	NC 210	Old Folkstone	North Shore Dr	Widening
W-17	US 17 (Wilmington Hwy)	US 17 BUS (Marine Blvd)	US 17 (Marine Blvd)	Widening
AM-10	Gum Branch Rd	Summersill School Rd	Ramsey Rd	Access Management
AM-09	NC 24 (West Corbett Ave)	Belgrade-Swansboro Rd	Main St Ext	Access Management

ID	Name	From	To	Type
AM-07	NC 53 (Western Blvd)	Gum Branch Rd	US 17 (Marine Blvd)	Access Management
NL-03	NC 111 (Caterine Lake Rd Ext)	US 258 (Richlands Hwy)	Gum Branch Rd	New Location
W-16	Murrill Hill Rd	NC 53 (Burgaw Hwy)	US 17 (Wilmington Hwy)	Widening
W-15	NC 50 (W Ocean Rd)	Holly Ridge ETJ	US 17 (Ocean Hwy)	Widening
NL-11	Gum Branch Outer Loop	US 258 (Richlands Hwy)	US 17 (New Bern Hwy)	New Location
IS-01	NC 24 (Freedom Way)	Onslow County Boundary	NC 24 (Lejeune Blvd)	Upgrade to Interstate

Intersection Prioritization Criteria

Using similar considerations as the roadway prioritization, intersection prioritization places a significant emphasis on safety. The P7.0 process attributes 50% to safety as a criterion. The other metrics used for intersection prioritization can be found in the Table 18 below.

Like the corridor prioritization criteria, resiliency factors were included in the intersection prioritization criteria to better align the prioritization process with JUMPO's goals.

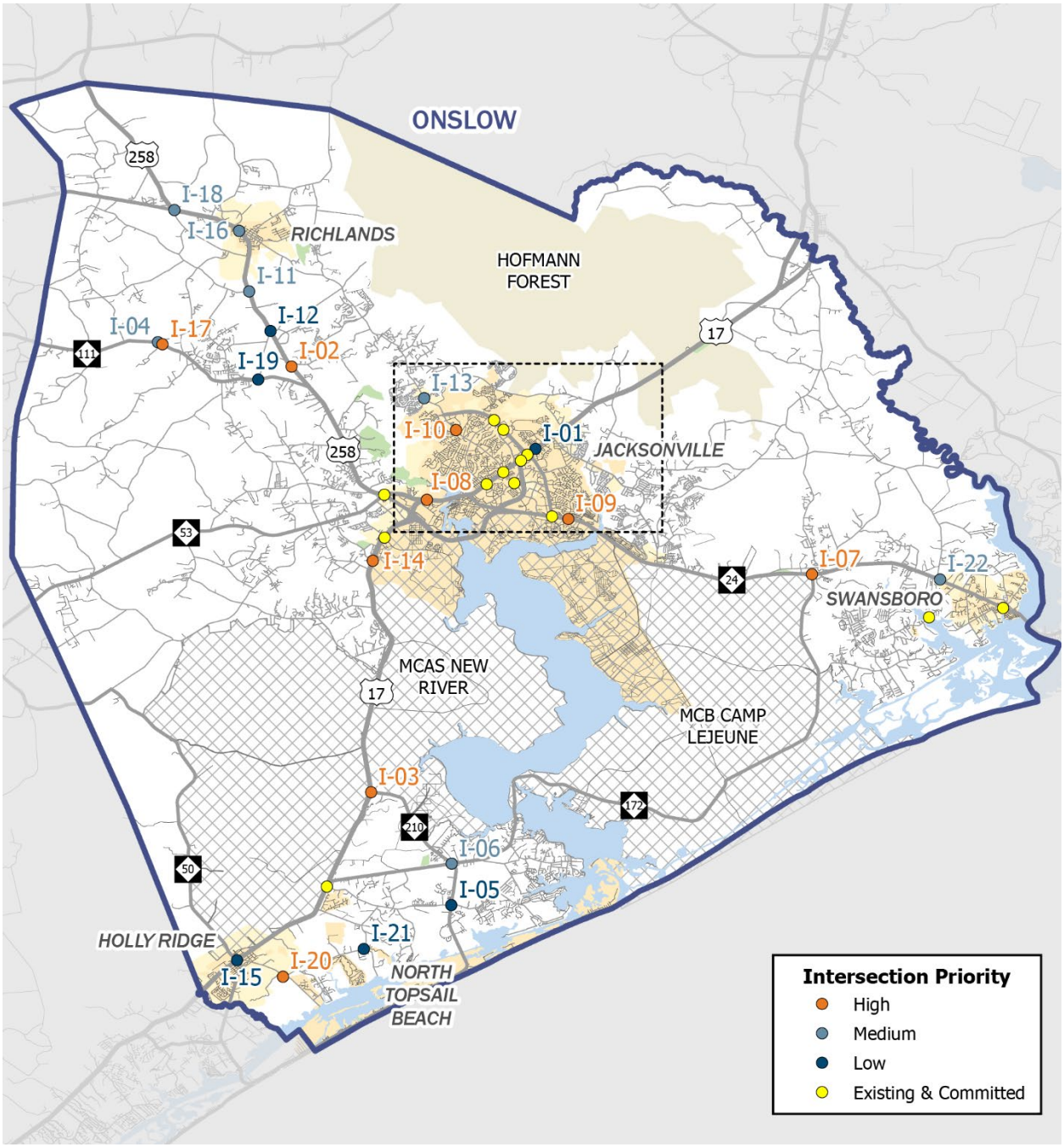
Figure 31, Figure 32, and Table 19: Intersection Prioritization Tiers show the results of this intersection prioritization process.

TABLE 18: INTERSECTION PRIORITIZATION CRITERIA

Criteria	Weight
Freight	15%
Safety	50%
Benefit Cost	20%
Accessibility	15%
Resiliency	10%
Total Score	**110%**

While the evaluation process was modeled after P7.0, the prioritization process is reflective of the priorities identified by stakeholders and the plan's steering committee.

Figure 31: Intersection Priority Tiers



**Dashed black line represents extent of Jacksonville Inset Map*

Figure 32: Inset Map of Intersection Priority Tiers

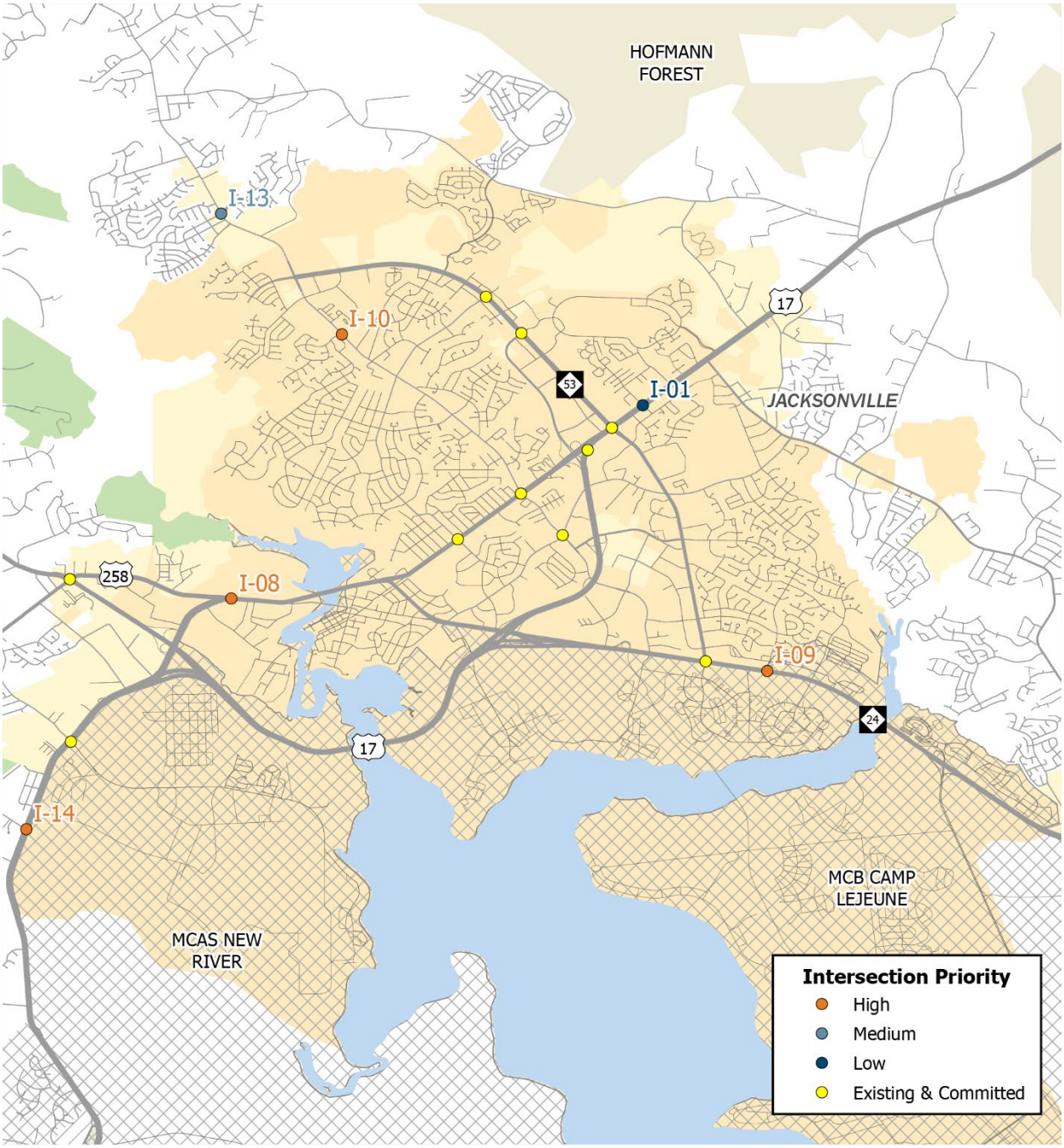


TABLE 19: INTERSECTION PRIORITIZATION TIERS

ID	Project Name	Type
High Priority Projects		
I-20	Sound Rd/Morris Landing Rd at Holly Ridge Rd	Intersection Improvement
I-08	US 258 at US 17 Bus	Intersection Study
I-14	US 17 (Wilmington Hwy) at Onslow Pines Rd	Interchange
I-03	US 17 (Wilmington Hwy) at NC 210	Intersection Improvement
I-02	US 258/NC 24 (Richlands Highway) at Rhodestown Fire Department Road	Intersection Improvement
I-07*	NC 24 (Freedom Way) at NC 172	Intersection Improvement
I-09*	Piney Valley Rd at NC 24 (Lejeune Blvd)	Intersection Improvement
I-10*	Gum Branch Rd at Plantation Blvd/Community Dr	Intersection Improvement
I-17*	NC 111 (Catherine Lake Road) at Albert J. Ellis Airport Rd	Intersection Improvement
Medium Priority Projects		
I-11	US 258 (Richlands Hwy) at Gregory Fork Road	Intersection Improvement
I-18	NC 24 (Beulaville Hwy) at US 258 (Kinston Hwy)/US 258 (Richlands Hwy)	Intersection Improvement
I-13	Gum Branch Rd at Hunting Green Dr/Ramsey Dr	Intersection Improvement
I-16	US 258/NC 24 at West Franck Street	Intersection Improvement
I-22	NC 24 (Freedom Way) at Belgrade-Swansboro Rd	Intersection Improvement
I-06	NC 210 at NC 172	Intersection Improvement
I-04*	NC 111 (Catherine Lake Rd) at Fowler Manning Rd	Intersection Improvement
Low Priority Projects		
I-01	McDaniel Drive at Workshop Lane	Intersection Improvement
I-19	NC 111 (Catherine Lake Rd) at Union Chapel Church Rd	Intersection Improvement
I-12	US 258 (Richlands Hwy) at Union Chapel Church Road	Intersection Improvement
I-05	Old Folkstone Rd at NC 210	Intersection Improvement
I-15	US 17 (Ocean Hwy) at NC 50	Intersection Improvement
I-21	Holly Ridge Rd at Tar Landing Rd	Intersection Improvement

**The prioritization score reflects the corresponding corridor score.*