

SR 1601 (Little Nine Road) Widening and New Construction

From US 70 to NC 24

Local ID: **CART40010-H**

Purpose: **Congestion**

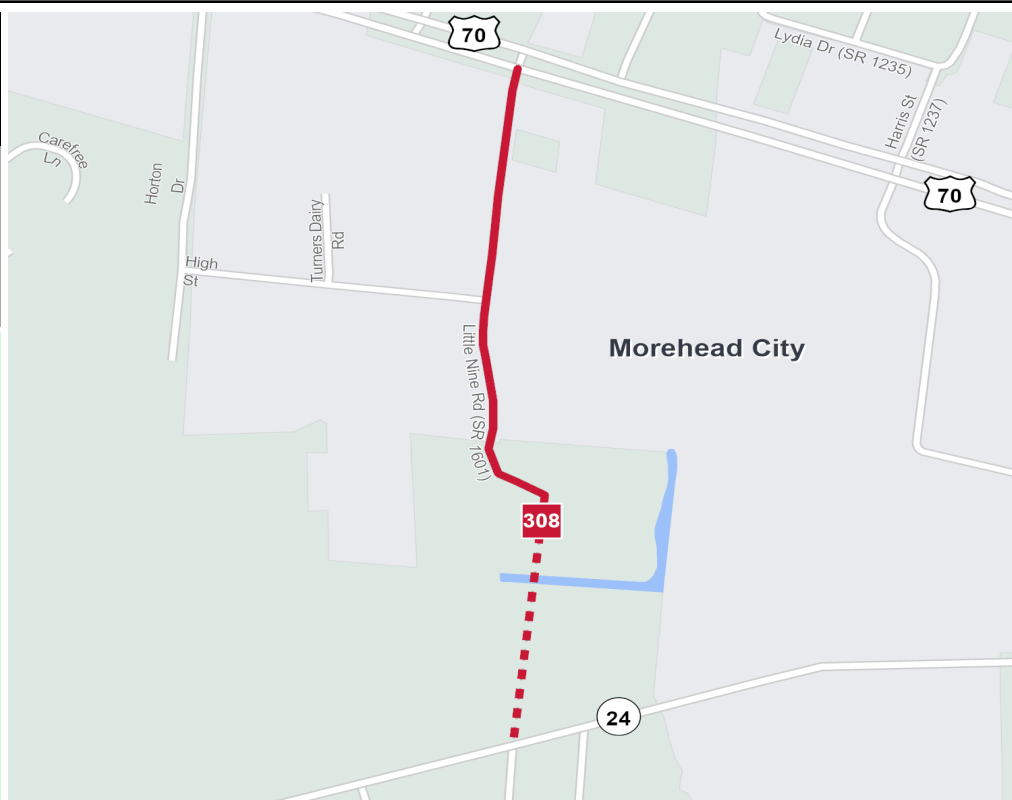
Improvement: **New Location (part on existing)**

Identified Need

There is a need to improve access to nearby businesses, relieve congestion at the NC 24-US 70 intersection, and improve access for fire and EMS vehicles.

Recommendation

The project proposal is to widen the 2 lane section of Little Nine Road to 4 lanes and construct an additional 4 lane section to connect to NC 24. Multiuse path recommendations here as well.



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility	#	—	Interchange	⊙	□
Access Management / Operations	#	—	Bridge / Overpass	⊙	○
Modernization	#	—	Intersection	⊙	△
Other	#	—			

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	-
Length (miles)	0.53
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	1500	2000	7500
Capacity (vpd)	11100	11100	28100

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	7500
Capacity (vpd)	-	-	34300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

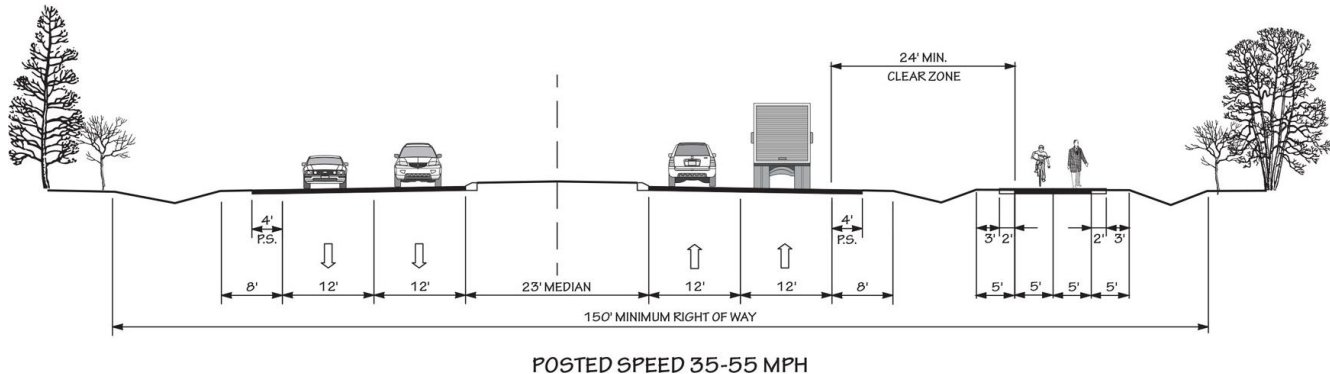


Typical Section Options:

None

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH

**Project History/Linkage to Other Plans**

This project was in the 2014 Carteret County CTP, as well as SPOT 7.0 (H183865).

There are currently a limited number of north-south facilities that link the two major east-west facilities of NC 24 and US 70 in Morehead City. The purpose of this project is to improve mobility and enhance system linkage between US 70 and NC 24 as well as provide driveway connections to nearby businesses such as Lowes, Walmart, etc.

US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). US 70 is part of the Strategic Highway Network (STRAHNET). US 70 is also part of the Strategic Transportation Corridor (STC) Vision Plan.

NC 24 is an east-west corridor that goes through the middle of the Cape Carteret, Cedar Point, and Bogue. NC 24 connects Onslow County to Morehead City. NC 24 is a 5-lane facility with 12-foot lanes and a posted speed limit that varies between 35 mph and 55 mph. It widens at some intersections to accommodate exclusive left and right turn lanes.

CTP Goal Analysis**Goals and Objectives Survey**

The vision for Carteret County is to have a safe, diverse, efficient, integrated, and environmentally sensitive and sustainable multi-modal transportation system for its residents, visitors, and businesses. The Carteret County CTP goals include: promoting a safer and more secure transportation network, creating a more efficient transportation system, providing an integrated and multimodal transportation network, supporting regional growth in the transportation network, preserving the social and environmental character of the region, extending the life of the transportation system by

developing sustainable transportation solutions, and anticipating future needs of the area in terms of resiliency and flooding.

Public Comments

This Carteret County CTP survey was open from March 1st, 2023 to April 30th, 2023 and there was an English and Spanish version of the survey. There were a total of 439 participants and 1,387 comments as pins on the map were received. This project received 23 comments as pins during the online survey. The main concerns were congestion, safety, and the need for bike and pedestrian connection.

Other Information**Land Use**

The Morehead City Future Land Use Plan shows this area as mixed use center, which is defined as having residential, commercial, office, and retail spaces to create vibrant, livable areas along the Town's primary transportation corridors.

All environmental data in the database was considered. This Project is within 150 feet of:

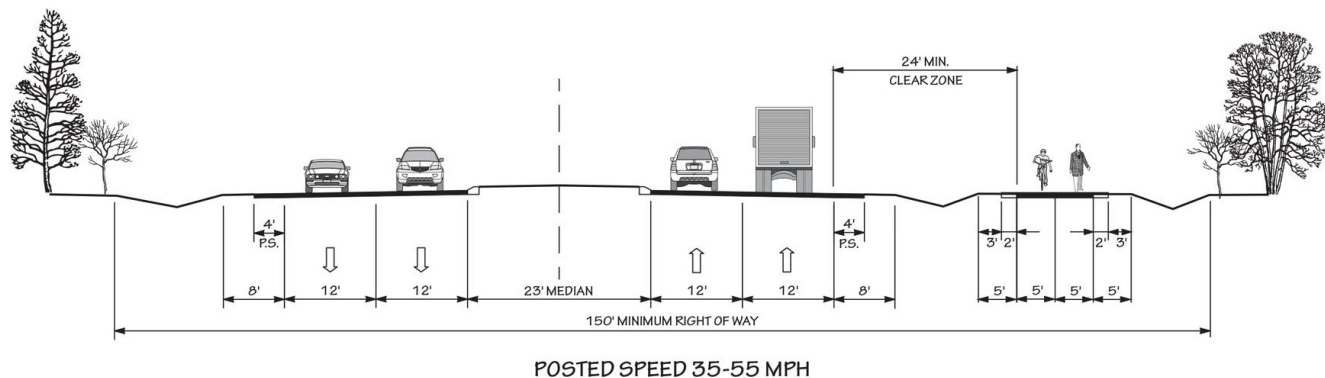
- 2 Coastal Region Evaluation Of Wetland Significance Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 3 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

Typical Section Options:

None

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car