NORTH CAROLINA
Department of Transportation

P8 Highway Modernization Subcommittee Meeting #3

NCDOT SPOT Office

January 16, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Agenda

- Requested Information
  - Collection Process for Lane and Shoulder Widths
  - Modernization High Scoring Projects
  - Score Analysis without Pavement Condition Weight
- Road Diet
  - Background Information
- Next Steps
- Adjourn

Housekeeping

- Virtual etiquette:
  - When you are not speaking, please mute yourself. This limits disruption from background noise.
  - Feel free to use the “Raise Hand” feature if you have a question. You can also type “Q” in the chat.

Requested Information









Collection Process for Lane and Shoulder Widths

- Data comes from NCDOT Pavement Management Unit
  - Stored in the Pavement Management System
  - Collected through pavement surveys: 2017 (Secondary Routes) and 2018 (Primary Routes)
  - Updated on an ongoing basis
- The GIS Team manipulates the data for use in Prioritization
  - Lane Width is derived by taking Section Width / Number Of Lanes
    - If there are paved shoulders, Shoulder Widths are subtracted from Section Width and then Lane Width is calculated by dividing the adjusted Section Width by the Number of Lanes
    - Any lane width over 12ft is set to 12ft
  - Shoulder Width of unpaved roads is set to zero
  - Last updated SPOT Online lookup tables for P7 in July 2023
    - Will update for P8 in the coming months

Reference Slide: Highway - Modernization

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Congestion	[Volume] and [Volume/Capacity]	10%	5%	-
Safety	SEG: Crash Density, Crash Severity, Crash Rate, Safety Benefits INT: Crash Frequency, Crash Severity, Safety Benefits	25%	25%	20%
Freight	[Truck Volumes] and [Truck Percentage]	25%	10%	5%
Lane Width	Existing lane width vs. DOT design standard	10%	10%	5%
[Paved] Shoulder Width	Existing paved shoulder width vs. DOT design standard	20%	10%	10%
Pavement Condition	Existing Pavement Condition Rating (PCR) along the project	10%	10%	10%

Project Types: Modernize Roadway (SIT-16) and Upgrade Freeway to Interstate Standards (SIT-17)

P7 High Scoring Modernization Projects - Statewide

SPOT ID	Route	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Congestion (SW)	Safety	Freight	Lane Width	[Paved] Shoulder Width	Pavement Condition
H141265	I-87, US 64	$ 254,400,000	**73.38**	43.77	68.92	100.00	98.68	78.94	11.20
H170851	US 64	$ 204,100,000	**70.88**	52.55	61.95	100.00	0.00	78.94	93.54
H191794	I-587, US 264	$ 119,200,000	**68.90**	49.28	70.33	100.00	0.00	78.94	55.99
H191792	US 421	$ 289,218,000	**67.03**	34.06	64.61	100.00	98.68	15.47	95.13
H141905	US 74	$ 236,900,000	**66.64**	36.77	65.07	92.50	0.00	78.94	77.87
H172311-B	US 74 (Great Smokey Mountains Expressway), US 23	$ 4,000,000	**63.16**	47.54	82.38	79.08	0.00	78.94	22.53
H184836	US 52 (Future I-74)	$ 62,500,000	**60.15**	55.05	49.31	100.00	0.00	78.94	15.28
H149001-E	US 15, US 501	$ 54,700,000	**58.83**	88.25	74.79	36.42	0.00	78.94	64.16
H090013-B	US 74	$ 322,100,000	**58.71**	42.75	40.20	100.00	0.00	78.94	35.97
H230876	I-40	$ 112,500,000	**54.96**	43.57	48.71	74.43	0.00	81.09	35.97
H193290	US 264	$ 78,300,000	**54.17**	33.09	25.65	87.60	0.00	78.94	67.59
H090002-AB	I-26, US 19, US 23	$ 204,000,000	**52.28**	55.55	32.07	55.39	0.00	100.00	48.62
H141863	I-87, US 17 (Windsor Bypass)	$ 75,100,000	**52.11**	15.84	15.60	90.21	0.00	78.94	82.87
H231780	US 52	$ 154,000,000	**51.13**	50.81	62.36	100.00	0.00	12.61	29.38
H230635	US 74	$ 276,300,000	**51.01**	44.24	24.30	89.86	0.00	78.94	22.53

P7 High Scoring Modernization Projects – Regional Impact

SPOT ID	Route	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Congestion (REG)	Safety	Freight	Lane Width	[Paved] Shoulder Width	Pavement Condition
H090514-B	NC 210 (Murchison Road)	$ 36,700,000	**43.37**	46.05	76.92	81.10	0.00	78.94	58.37
H230818	NC 163	$ 179,300,000	**40.20**	21.89	87.34	38.01	92.43	0.00	42.29
H171105	NC 54 (East Harden Street)	$ 2,800,000	**38.83**	57.00	62.07	64.60	0.00	78.94	61.13
H192987	US 64 (Highlands Road)	$ 22,000,000	**37.88**	50.59	66.23	33.60	83.55	0.00	70.75
H230331	NC 49 (Maple Avenue)	$ 11,200,000	**37.83**	66.38	84.02	73.94	0.00	0.00	61.13
H170622	US 15	$ 23,500,000	**36.44**	27.15	59.04	71.02	83.55	0.00	48.62
H090514-A	NC 210 (Murchison Road)	$ 62,400,000	**36.25**	35.66	52.00	77.35	0.00	78.94	58.37
H090147-A	US 158	$ 168,700,000	**34.43**	25.80	62.30	61.64	98.68	0.00	15.28
H230766	NC 10 (Old NC 10)	$ 108,400,000	**34.39**	27.68	67.75	13.00	83.55	0.00	64.16
H090805	NC 53	$ 22,000,000	**34.15**	58.19	64.63	63.34	0.00	0.00	87.48
H191677	NC 38	$ 51,500,000	**33.84**	19.78	65.03	78.49	0.00	0.00	87.48
H140865-A	NC 28	$ 577,300,000	**32.64**	2.78	57.20	4.90	92.43	0.00	84.72
H111090-A	NC 107	$ 29,900,000	**32.50**	18.87	42.70	43.54	83.55	0.00	81.69
H172202	US 19, US 74, US 129	$ 22,400,000	**31.47**	38.04	49.00	35.90	0.00	78.94	58.37

P7 High Scoring Modernization Projects – Division Needs

SPOT ID	Route	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Safety	Freight	Lane Width	[Paved] Shoulder Width	Pavement Condition
H231566	SR 4121 (Gate City Boulevard)	$ 97,800,000	35.28	85.10	45.62	0.00	78.94	61.13
H231584	SR 4121 (Gate City Boulevard)	$ 91,500,000	34.09	80.33	29.54	0.00	78.94	61.13
H231599	SR 2526 (Summit Avenue)	$ 21,600,000	33.35	77.39	44.17	0.00	78.94	61.13
H231515	SR 2526 (Summit Avenue)	$ 127,700,000	30.06	80.60	25.72	0.00	0.00	99.08
H230527	SR 1005 (Coxe Road)	$ 77,600,000	28.58	68.30	47.78	83.55	0.00	82.87
H190034	SR 1549 (Flint Hill Road)	$ 56,800,000	28.04	61.16	38.95	92.43	0.00	79.05
H231404	SR 1218 (Rocky Hock Road)	$ 40,300,000	26.43	58.69	47.50	83.55	0.00	81.42
H230638	SR 1520 (Rock Road)	$ 18,400,000	25.22	47.79	35.93	92.43	0.00	40.58
H090782	SR 1001 (Doctor Martin Luther King Boulevard)	$ 105,000,000	25.20	74.22	46.63	0.00	0.00	66.40

P7 High Scoring Modernization Projects – Discussion

- Score distribution for high scoring modernization projects
  - Mostly high criteria scores for Safety and Freight
  - Some Congestion but not necessarily high scores at Statewide & Regional Impact
  - No big impact from Lane Width but some score from Shoulder Width and Pavement Condition
  - Mostly SIT-17 (Upgrade Freeway to Interstate Standards) projects

Modernization Results

	Statewide Mobility	Regional Impact	Division Needs
Average Score	53.89	25.52	15.82
Median Score	52.28	26.03	14.18
Top Quartile	61.65	29.77	20.37
Bottom Quartile	50.25	21.46	11.28
Number Projects	23	88	86

VS

Mobility Results

	Statewide Mobility	Regional Impact	Division Needs
Average Score	58.96	35.17	22.45
Median Score	60.22	35.36	22.48
Top Quartile	70.55	41.70	30.48
Bottom Quartile	49.72	29.06	14.28
Number Projects	390	528	326

P7 Score Analysis without Pavement Condition Criterion

- **Scenario A**: Distribute Pavement Condition weight (10%) to Lane and Shoulder Widths

	Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Existing Weights	Lane Width	Existing lane width vs. DOT design standard	10%	10%	5%
	[Paved] Shoulder Width	Existing paved shoulder width vs. DOT design standard	20%	10%	10%
Scenario A Weights	Lane Width	Existing lane width vs. DOT design standard	15%	15%	10%
	[Paved] Shoulder Width	Existing paved shoulder width vs. DOT design standard	25%	15%	15%

P7 High Scoring Modernization Projects – Scenario A

SPOT ID	Statewide Mobility Quantitative Score (Out of 100)
H141265	81.14
H191794	67.25
H170851	65.48
H172311-B	64.85
H191792	63.23
H141905	62.80
H184836	62.57
H090013-B	59.06
H149001-E	56.36
H230876	55.41
H231288	52.84
H230635	52.70
H090002-AB	52.42

SPOT ID	Regional Impact Quantitative Score (Out of 70)
H090514-B	41.48
H230818	40.60
H090147-A	37.83
H171105	36.67
H170622	35.75
H192987	34.98
H090514-A	34.36
H171192	34.10
H111251	32.70
H230766	32.15
H230331	31.72
H150297	31.42
H090251-AC	31.40

SPOT ID	Division Needs Quantitative Score (Out of 50)
H231566	33.12
H231584	31.92
H231599	31.19
H230527	28.58
H190034	28.04
H230638	25.22
H230326	23.69
H231404	22.47
H193215	20.98
H190107	20.94
H231515	20.15
H230634	19.04
H191110	18.64
H090782	18.56

P7 High Scoring Modernization Projects – Scenario A

Existing Results

	Statewide Mobility	Regional Impact	Division Needs
Average Score	53.89	25.52	15.82
Median Score	52.28	26.03	14.18
Top Quartile	61.65	29.77	20.37
Bottom Quartile	50.25	21.46	11.28

VS

Scenario A Results

	Statewide Mobility	Regional Impact	Division Needs
Average Score	52.85	22.31	12.23
Median Score	52.70	21.12	11.77
Top Quartile	62.69	27.24	15.60
Bottom Quartile	47.52	18.03	6.74

P7 Score Analysis without Pavement Condition Criterion

- **Scenario B**: Add Pavement Condition weight (10%) to Safety

	Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Existing Weights	Safety	SEG: Crash Density, Crash Severity, Crash Rate, Safety Benefits INT: Crash Frequency, Crash Severity, Safety Benefits	25%	25%	20%
Scenario B Weights	Safety	SEG: Crash Density, Crash Severity, Crash Rate, Safety Benefits INT: Crash Frequency, Crash Severity, Safety Benefits	35%	35%	30%

P7 High Scoring Modernization Projects – Scenario B

SPOT ID	Statewide Mobility Quantitative Score (Out of 100)
H141265	79.16
H191794	70.33
H170851	67.73
H172311-B	69.15
H191792	63.98
H141905	65.36
H184836	63.55
H090013-B	59.13
H149001-E	59.89
H230876	56.23
H231288	51.19
H230635	51.18
H090002-AB	50.63

SPOT ID	Regional Impact Quantitative Score (Out of 70)
H090514-B	45.23
H230818	44.71
H230331	40.12
H090147-A	39.13
H171105	38.93
H170622	37.48
H192987	37.43
H171192	35.91
H090514-A	35.61
H090090	35.21
H230766	34.75
H090846	34.04
H231448	33.13

SPOT ID	Division Needs Quantitative Score (Out of 50)
H231566	37.68
H231584	36.01
H231599	34.98
H230527	28.58
H231515	28.21
H190034	28.04
H191110	26.70
H090782	25.98
H230638	25.22
H111308	24.61
H191119	24.40
H230123	24.36
H231404	24.16

P7 High Scoring Modernization Projects – Scenario B

Existing Results

	Statewide Mobility	Regional Impact	Division Needs
Average Score	53.89	25.52	15.82
Median Score	52.28	26.03	14.18
Top Quartile	61.65	29.77	20.37
Bottom Quartile	50.25	21.46	11.28

VS

Scenario B Results

	Statewide Mobility	Regional Impact	Division Needs
Average Score	54.16	26.11	14.83
Median Score	51.44	26.27	13.31
Top Quartile	63.77	31.33	20.60
Bottom Quartile	49.88	22.82	8.42

Road Diet









P5 Highway Road Diet Quantitative Scores

SPOT ID	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Total Score (Out of 100)	Division Needs Total Score (Out of 100)	REGIONAL IMPACT Quantitative Score (Out of 70)	DIVISION NEEDS Quantitative Score (Out of 50)
H150970	Regional Impact	NC 96 Business (Broad Street, Linden Ave)	Industry Drive	North of 3rd Street	Road Diet on NC 96 from Industry Drive to North of 3rd Street	24 - Implement Road Diet to Improve Safety	$ 2,100,000	N/A	35.86	57.55	35.86	32.55
H170787	Regional Impact	US 70 Business (Morgan Street, Ramseur Street), NC 98 (Morgan Street)	US 15-501 Business (Roxboro Street)	US 15/501 Business (Roxboro Street)	Convert the Downtown Loop from one-way to two-way traffic	24 - Implement Road Diet to Improve Safety	$ 15,100,000	N/A	19.51	22.92	19.51	22.92
H170999	Division Needs	SR 1006/2113 (Second Avenue/Fayetteville Avenue)	S. Chatham Avenue	N. Cottage Grove Avenue	Implement Road Diet, add 3 roundabouts, bicycle and sidewalk	24 - Implement Road Diet to Improve Safety	$ 10,700,000	N/A	N/A	20.39	N/A	20.39

P6 Highway Road Diet Quantitative Scores

SPOT ID	Project Category	Route / Facility Name	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)
H191999	Regional Impact	US 17 Business (Market Street)	SR 1217 (South 17th Street)	Covil Avenue	Implement Road Diet to improve safety.	24 - Implement Road Diet to Improve Safety	$ 18,000,000	N/A	46.49	36.79
H191386	Division Needs	SR 1001 (West Henderson Street / Sugar Hill Road)	Burgin Street	SR 1323 (Rankin Drive)	Reduce lanes from 4 to 2. Construct sidewalk.	24 - Implement Road Diet to Improve Safety	$ 8,400,000	N/A	N/A	33.85
H191814	Regional Impact	US 25 (Merrimon Avenue)	Wembley Drive	I-240	Implement a Road Diet on US 25 (Merrimon Avenue) from Wembley Drive to I-240.	24 - Implement Road Diet to Improve Safety	$ 56,400,000	N/A	41.97	33.82
H193247	Regional Impact	US 70 Business (Ash Street)	George Street	Herman Street	Road Diet of existing 4-lane roadway to 2-lane with two way left turn lane with curb & gutter, bike lanes and sidewalks.	24 - Implement Road Diet to Improve Safety	$ 12,100,000	N/A	43.82	32.70
H150970	Regional Impact	NC 96 (Broad Street)	Industry Drive	North of 3rd Street	Road Diet on NC 96 from Industry Drive to North of 3rd Street	24 - Implement Road Diet to Improve Safety	$ 3,700,000	N/A	37.57	32.33
H191390	Regional Impact	US 70 (US 70 / US 221 Business)	Viewpoint Drive	US 70, US 221 Business	Reduce lanes from 5 to 4 lanes with a sidewalk on the east side and a side shared-use path on the west side.	24 - Implement Road Diet to Improve Safety	$ 22,700,000	N/A	38.54	28.65
H191529	Regional Impact	NC 49 (Maple Avenue)	NC 54	Anthony Street	Road diet with MUPs, replace existing center lane with planted medians, access management controls. E Moorehead improvements to prohibit left turns onto NC 49.	24 - Implement Road Diet to Improve Safety	$ 23,200,000	N/A	33.80	23.61
H190571	Regional Impact	NC 43	NC 97 (West Raleigh Boulevard)	US 64 Business (East Raleigh Boulevard)	Implement road diet to add buffered bike lanes and median with turn pockets. Make pedestrian and transit user improvements.	24 - Implement Road Diet to Improve Safety	$ 10,800,000	N/A	28.69	22.45
H193083	Regional Impact	US 70 (West State Street)	SR 2500 (Blue Ridge Road)	NC 9	Implement a road diet to reduce US 70 to two lanes with a center turn-lane and bicycle facilities from Blue Ridge Road to NC 9.	24 - Implement Road Diet to Improve Safety	$ 22,800,000	N/A	23.35	17.67
H184000	Division Needs	D Street	US 17	Purifoy Street	Improve what is called 'highway to nowhere' where the old US 17 bridge intersected with the town of Bridgeton.	24 - Implement Road Diet to Improve Safety	$ 8,300,000	N/A	N/A	3.58

P7 Highway Road Diet Quantitative Scores

SPOT ID	Project Category	Route / Facility / Project Name	Description	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	REGIONAL IMPACT Quantitative Score (Out of 70)	DIVISION NEEDS Quantitative Score (Out of 50)
H191386	Division Needs	SR 1001 (West Henderson Street / Sugar Hill Road)	Reduce lanes from 4 to 2. Construct sidewalk.	$ 13,500,000	N/A	N/A	32.79
H230599	Division Needs	SR 2201 (Thunder Road), SR 2201 (South Oak Street)	Modernize corridor, road diet on Oak St (Spindale) - reduce lanes from 4 to 3; intersection improvements at US 74-A & W Main St [Spindale]. Include complete streets elements along corridor.	$ 146,100,000	N/A	N/A	10.76
H230617	Division Needs	SR 1001 (West Henderson Street)	Implement road diet on West Henderson Street reducing the 4 lane undivided typical section to a 3 lane TWLTL with complete street elements.	$ 29,900,000	N/A	N/A	27.62
H230883	Division Needs	SR 1215 (Simmons St)	Reduce the number of lanes by performing a road diet to have two lanes, a two-way turn lane, bicycle lanes, and pedestrian facilities.	$ 18,900,000	N/A	N/A	23.36
H231150	Division Needs	SR 1006 (North Second Avenue)	Implement a Road Diet including median and bike/pedestrian improvements to improve traffic flow and improve transportation access for non-highway users	$ 15,106,000	N/A	N/A	17.52
H231241	Division Needs	SR 1770 (Sunset Avenue)	Road Diet on Sunset Avenue, to include replacing the center turn lane with a planted median, limiting left turn access across the corridor.	$ 17,500,000	N/A	N/A	32.08
H190571	Regional Impact	NC 43	Implement road diet to add buffered bike lanes and median with turn pockets. Make pedestrian and transit user improvements.	$ 5,500,000	N/A	39.24	30.68
H111227	Statewide Mobility	NC 168	Upgrade the Existing 5-Lane Major Thoroughfare to a 4-Lane Divided Boulevard from the Virginia Line to US 158	$ 108,100,000	59.60	39.02	29.53
H231653	Regional Impact	NC 33 (East 10th Street)	Upgrade the access management along the corridor.	$ 24,100,000	N/A	38.33	29.03
H193247	Regional Impact	US 70 Business (Ash Street)	Road Diet of existing 4-lane roadway to 2-lane with two way left turn lane with curb & gutter, bike lanes and sidewalks.	$ 20,400,000	N/A	35.06	27.35
H230280	Regional Impact	US 70 Business (Market Street)	Construct road diet to improve safety while maintaining current capacity with access management and pedestrian friendly roadway treatments.	$ 53,700,000	N/A	39.09	30.36
H150970	Regional Impact	NC 96 (Broad Street)	Road Diet on NC 96 from Industry Drive to North of 3rd Street	$ 4,500,000	N/A	38.66	34.60
H230450	Regional Impact	US 70 Business (Ash St)	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks.Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections."	$ 6,300,000	N/A	37.35	28.35
H230453	Regional Impact	US 70 Business (Ash Street)	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections.	$ 8,100,000	N/A	34.16	25.59
H191999	Regional Impact	US 17 Business (Market Street)	Implement Road Diet on US 17 Busines (Market Street) between SR 1217 (S. 17th Street) and Covil Avenue to improve safety.	$ 39,600,000	N/A	40.90	33.00
H111225	Statewide Mobility	US 158	Upgrade the Existing 5-Lane Boulevard to a 4-Lane Divided Boulevard from the proposed Mid-Currituck Bridge to the Dare County Line	$ 122,100,000	54.49	34.75	25.29
H230380	Regional Impact	NC 49 (Maple Ave)	Road Diet	$ 49,300,000	N/A	33.19	23.87
H230105	Regional Impact	US 70 (Tunnel Road)	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from Beaucatcher Tunnel to US 74A (South Tunnel Road)	$ 58,300,000	N/A	30.37	25.74
H230244	Regional Impact	US 70 (W State Street)	Reduce the number of travel lanes and add complete streets elements.	$ 38,400,000	N/A	23.50	18.38
H191390	Regional Impact	US 70, US 221 Business (North Main Street)	Reduce lanes from 5 to 4 lanes with a sidewalk on the east side and a side shared-use path on the west side.	$ 141,700,000	N/A	22.07	16.80

Discussion Notes

- Majority of high-scoring Modernization projects have a decent Safety score and a good Freight score. These projects also have some scores but not necessarily very high scores for the other criteria

- Lane Width criteria weight could be lowered given that most of the high scoring projects have mostly zero scores for Lane Width – criterion appears not to be a major part of high-scoring projects

- Majority of projects in the Statewide Category are Upgrade Freeway to Interstate Standards (SIT-17). Projects in Regional Impact and Division Needs categories are Modernize Roadway (SIT-16)

- Lane Width and Paved Shoulder Width are two variables which are mostly tied to rural Modernization projects – these projects are important but are not the only kind of Modernization projects

- There are urban Modernization projects of which some might be Road Diet projects. Other projects may desire to improve roadway operations like turn lanes/center lanes and accommodate all users – sidewalks, bike lanes, etc.

Discussion Notes

- Modernization SIT-16 is defined without consideration for capacity projects – this could be changed as Modernization does not necessarily exclude making minor capacity improvements –improvement of traffic operations and safety could require some capacity enhancements

- An additional Modernization SIT could be added to capture the full breadth of the different types of Modernization projects that get submitted

- There are no cross-section options for Modernization projects. This lack allows the use of a default assumption which could significantly affect the cost estimate for non-matching cross-sections

- Some patterns have been seen where certain projects had much higher cost estimates than expected

- Road Diet projects with good traffic on the roadway, high number of crashes, and significant truck percentage, might get a good score under Modernization criteria. However, these projects may need a good congestion score under the Mobility criteria

- Congestion could use further analysis/examination. Removing Pavement Condition criterion from the Modernization criteria would be an improvement

Discussion Notes

- Could the current Pavement Condition data be used to determine projects that would need a full depth reconstruction than a standard resurfacing? Would need input from the pavement condition subject matter expert on the DOT side (Parking Lot item)

- Having a better understanding at the submittal stage of the exact measures being looked at for Modernization projects could be incredibly helpful in making improvements before the scoring stage

- Since Benefit Cost has a zero criteria weight in the Modernization criteria, the cost does not impact the quantitative score. However, having the most accurate cost estimate could help the projects be more realistically presented in terms of their costs and potential impact especially when looking at funding constraints

- Could Accessibility and Connectivity be used under Modernization criteria? This criterion is currently been discussed in a subcommittee for the Mobility criteria and any changes or improvements are yet to be determined. The consideration of this criterion may be revisited at a later meeting. It is also important to note that this criterion can not be used at the Statewide category (Parking Lot Item)

Next Steps & Adjourn

- Additional analysis of Modernization scores without Pavement Condition criterion
- Follow-Up Discussions
  - Definition of Modernization projects and improvements to the current scoring criteria
  - Road Diet projects and scoring improvements
- Next Meeting: **January 28th, 2025 @ 2:30 PM to 4:00 PM**

Meeting 3 Summary

- SPOT office:
  - Shared information about the collection process and updates for Lane Width and Paved Shoulder Width
  - Shared a review and analysis of criteria scores for high scoring Modernization projects
  - Shared two scenarios for P7 Modernization project scores with Pavement Condition criteria weight set to zero
  - Provided information on Road Diet projects submissions and updates since P5
- Subcommittee Discussions:
  - Majority of high-scoring Modernization projects have a decent Safety score and a good Freight score. These projects also have some scores but not necessarily very high scores for the other criteria

Meeting 3 Summary – Cont.

- Subcommittee Discussions:
  - Modernization SIT-16 is defined without consideration for capacity projects – this could be changed as Modernization does not necessarily exclude making minor capacity improvements –improvement of traffic operations and safety could require some capacity enhancements
  - An additional Modernization SIT could be added to capture the full breadth of the different types of Modernization projects that get submitted
  - The lack of cross-section options could disadvantage some projects in terms of cost estimates used for scoring
  - Since Benefit Cost has a zero criteria weight in the Modernization criteria, the cost does not impact the quantitative score. However, having the most accurate cost estimate could help the projects be more realistically presented in terms of their costs and potential impact
  - Road Diet projects with good traffic on the roadway, high number of crashes, and significant truck percentage, might get a good score under Modernization criteria. However, these projects may need a good congestion score under the Mobility criteria

Thank you!

Meeting Attendance – Virtual

Name	Organization
Amin Hezaveh	NCDOT
Andy Bailey *	NCDOT
Benard Chola *	NCDOT
Tyler Meyer *	Greensboro MPO
David Graham *	High County RPO
Deanna Trebil *	New Bern Area MPO
Drew Finley	Fountainworks
Fredrick D. Haith	NCDOT
Janet Robertson *	Lumber River RPO
Jason Myers *	NCDOT
Richard Brown *	NCDOT
Rose Bauguess	Southwestern RPO
Saman Jeffers *	NCDOT
Sarah Lee *	NCDOT
Brian Wert *	NCDOT
Scott Miller	NCDOT
Stephen Sparks	NCDOT
Laura Gibson	NCDOT GIS Unit
Jacob Pearce	NCDOT GIS Unit

*Workgroup Participant, Alternate, or Advisory