

## **NORTH CAROLINA**

### **LENOIR COUNTY**

The Highway 70 Corridor Commission of North Carolina, Inc. met on Thursday, May 15, 2014 at 2:00 p.m. in the Woodmen Community Building, 2602 West Vernon Avenue, Kinston, North Carolina.

#### County members present:

Carteret County – Robin Comer, Myles Stempin and David Whitlow

Craven County – Bobby Darden; Jack B. Veit, III and Danny Walsh

Johnston County – Frank Price

Jones County – None

Lenoir County – J. Mac Daughety, Brian Lucas and Russell Rhodes

Wayne County – Edward E. Cromartie, Joe Daughtery and Bill Pate

#### Other persons present:

North Carolina Board of Transportation – Gus H. Tulloss

North Carolina Department of Transportation – Dwayne Alligood, Haywood Daughtry, Giles

Harrell, Rudy Lupton, Christopher L. Pendergraph and John Rouse

Highway 70 Corridor Commission Director – M. Durwood Stephenson

Craven County – Donald Baumgardner

Kinston – Mayor B. J. Murphy

Lenoir Community College – Bobby Daughety and Bruce Parson

Sanford Holshouser Economic Development Consulting – L. Calvin “Rocky” Lane

Wayne County – Marcia R. Wilson

BuildNC – Greer Beaty, Chris Hollis and Andrew Meehan

Media – Junious Smith, III

Citizens – C. Munroe Best, Jr.; Don Black and Ophelia Davis

### **Call to Order**

Highway 70 Corridor Commission Chairman Robin Comer called the meeting to order.

### **Approval of Agenda**

Upon motion of Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety and seconded by Craven County Member Danny Walsh, the members of the Highway 70 Corridor Commission unanimously approved the agenda as presented.

### **Approval of Minutes**

Upon motion of Wayne County Member Joe Daughtery and seconded by Lenoir County Member Brian Lucas, the members of the Highway 70 Corridor Commission unanimously approved the minutes of the meeting on March 20, 2014.

## **Financial Report**

Highway 70 Corridor Commission Director M. Durwood Stephenson reported as of April 30, 2014 there was an account balance of \$168,019.35.

## **Introduction of New Highway 70 Corridor Commission Member**

Highway 70 Corridor Commission Chairman Robin Comer welcomed Edward E. Cromartie as the new Highway 70 Corridor Commission member from Wayne County.

## **North Carolina Global TransPark and Ports Update**

North Carolina Board of Transportation Logistics Director Rudy Lupton provided the members with an update on Senate Bill 402 Infrastructure Improvement Assessment. Senate Bill 402, Section 34.23 directed the North Carolina Department of Transportation, in collaboration with the North Carolina Department of Commerce and the North Carolina Department of Agriculture and Consumer Services, to study the feasibility of infrastructure improvements for the Global TransPark and the North Carolina State Port Authority. The completed study will investigate the financial viability and return-on-investment of these infrastructure improvements. It was determined three major study components result from the legislation: the Global TransPark infrastructure improvements, the Port of Morehead City infrastructure improvements and the Wallace to Castle Hayne rail line restoration.

The Global TransPark study component is assessing the economic feasibility of infrastructure, facility and access improvements for the Global TransPark and is also assessing linkages to the Port of Morehead City. The study will evaluate the financial viability of improvements, develop marketing strategies, assess the return-on-investment and the overall benefit of the project. Over the past two months, 12 projects have been identified with over 8 industry lines at the Global TransPark with some complimentary projects at the ports. The projects have been laid out on the Global TransPark property at various locations and costs estimated. This will enable the projects to be visualized on the property in a conceptual manner at the end of the study. This process should be completed by the end of November in order to send the report to the legislature. Market data is being gathered on the projects, which have been identified. He commended Allen Pope and his team for their work on the project. The study is due to the legislature in January 2015.

It is anticipated the wood pellet facility at the Port of Morehead City will break ground during the 4<sup>th</sup> quarter of 2014. There is widespread environmental interest in wood pellets. There is some opposition to the project because some groups do not understand the past history of management and sustainability of the forestry industry in eastern North Carolina. There is a lot of wood to take advantage of in the area.

The State of North Carolina has three foreign trade zones – Port of Wilmington, Port of Morehead City and the Global TransPark, which were granted by the United States Foreign Trade Zone Board. The three zones overlapped significantly in most areas. In December 2013 the United States Foreign Trade Zone Board was asked to consolidate the three zones into one large zone. The consolidation would eliminate the overlap to enable businesses moving to the state go to one entity to gain Foreign Trade Zone status. In February 2014 the United States Foreign Trade Zone granted authority to consolidate the three zones into one zone – Foreign Trade Zone #214. The new zone incorporates four additional counties. A new application is being prepared for the consolidated framework, which will streamline the processes companies go through to gain Foreign Trade Zone designation. The designation timeframe is being reduced from 10 months to 60 days. This is an economic development benefit and incentive for companies doing business internationally and not paying customs and duties on goods imported into the state. Foreign Trade Zone status is a tremendous economic benefit for southeastern North Carolina.

### **BuildNC Presentation**

Greer Beaty, Chis Hollis and Andrew Meehan updated the members on the BuildNC program, which fights for good roads. Numerous special interest groups are able to delay approved road projects through legal maneuvering. These groups are able to dominate public conversation through the media and public events. Delays are expensive for the North Carolina Department of Transportation and include the Monroe Bypass and Bonner Bridge. There is no one to speak up for needed projects.

The mission of BuildNC is to ensure North Carolina gets the most it can out of the limited transportation funds by providing a voice for the local transportation projects by developing solutions for long range transportation funding options. BuildNC will aggressively own the issues to make sure all sides of a transportation project are communicated to the public. The organization wants to engage with the community. There may be opportunities to work with elected state officials. We need to build a broader base of support for local transportation issues and decrease project delays. The elected officials will be asked to find more money for transportation projects because the people want the projects.

Businesses and community groups have identified a real need for a two prong approach – (1) be a voice for projects in communities that do not have a voice and (2) work with the legislators on funding ideas. The approach is to take control of the media and public conversation and engage elected officials.

BuildNC is soliciting support on the community level. The voices need to be brought together to connect with the legislators on transportation issues and bring solutions. North Carolina needs to keep transportation dollars to build and maintain roads. Obstructions need to be removed. BuildNC is a 501 (c) (4) organization and accepts donations. There is an advisory board, which will be announced soon. BuildNC needs local input, local partners and funding. BuildNC is fighting to keep North Carolina as the *Good Roads State* and to define how communities grow. The organization will advocate for transportation projects leading to economic prosperity through public relations and a technical approach.

## **Crash Data Update**

North Carolina Department of Transportation Eastern Region Field Operations Engineer P. Haywood Daughtry, III updated the members on US Highway 70 crash data from 2011-2013, attached hereto as Attachment A.

The 2011-2013 crash statistics in Johnston County now include the Interstate 40 to US Highway 70 segment. The original goal of the Highway 70 Corridor Commission included eliminating traffic signals along the corridor. When the 140 crashes on the Interstate 40 to US Highway 70 segment crashes are deleted, there were 13 more crashes along the Highway 70 corridor in 2011-2013 than in 2010-2012. There was an increase of 500 vehicles per day in 2011-2013. Five segments saw increases, while seven segments had decreases. Segments with recent access management improvements had decreases in crashes. The top five crash sites remained the same.

The Interstate 40 route from Raleigh to Wilmington fatality crashes decreased in 2011-2013. The US Highway 70 route from Clayton to Morehead City fatality crashes increased in 2011-2013. The fatality crash rate for US Highway 70 is 465% higher than Interstate 40 on the analyzed segments.

## **US Highway 70/Interstate 795 Economic Impact Study Update**

L. Calvin "Rocky" Lane, Jr. with Sanford Holshouser Economic Development Consulting stated the final touches are being put on the US Highway 70 economic impact study. The field work has been completed on the Interstate 795 economic impact study.

After discussion, consensus was to have a special meeting in June 2014 in order to get as much publicity as possible on the US Highway 70 economic impact study. US Highway 70 is a large economic development factor.

## **Executive Committee Update**

Highway 70 Corridor Commission Director M. Durwood Stephenson stated the Executive Committee positions need to be filled according to the adopted Bylaws.

## **North Carolina Board of Transportation Work Group for the US Highway 70 Corridor Update**

Highway 70 Corridor Commission Director M. Durwood Stephenson stated the next meeting of the North Carolina Board of Transportation Work Group for the US Highway 70 Corridor will be held on June 5, 2014 at the Highway Building. The members will be notified of the time. All persons were encouraged to attend the meeting.

## **Strategic Highway Corridors Update**

Highway 70 Corridor Commission Director M. Durwood Stephenson updated the members on the Strategic Highway Corridors rating and ranking, attached hereto as Attachment B.

At one time there were 72 Strategic Highway Corridors designated in North Carolina. There are 24 Strategic Highway Corridors proposed. The Strategic Highway Corridors were ranked. The US Highway 70 corridor ranked #2 on economic prosperity, which was behind #1 Interstate 40. The US Highway 70 corridor ranked low on connectivity to ports, rail, airports and facilities with economic opportunities. In conclusion, the US Highway 70 corridor ranked higher than any other US or NC Highway. Only interstate highways ranked above the US Highway 70 corridor.

A response will be sent to the North Carolina Department of Transportation concerning the low ranking on connectivity.

## **Eastern North Carolina Governor's Office Presentation**

Steve Keen, Director of the Eastern North Carolina Office of the Governor, stated his position is about customer service. Governor Pat McCrory is sensitive to transportation issues. The Governor wants to be kept abreast of issues and events because he cares about all of North Carolina. Steve Keen serves 34 counties in eastern North Carolina. Mr. Keen requested resolutions sent to legislators also be sent to him.

Carteret County Member Myles Stempin stated a lot of effort has been put in the North Carolina Logistics Initiative. He asked about the status of the initiative. The military mission solution is critical in North Carolina. He would like to see the resurrection of the effort, which would solve the Department of Defense problem. North Carolina needs to let the Department of Defense know it is prepared to do what is needed to move the mission forward. The scope of the initiative was important in saying what could be done in North Carolina.

Director of the Eastern North Carolina Office of the Governor Steve Keen stated Wayne County has hired a lobbyist to assist in retaining Seymour Johnson Air Force Base. The prosperity zones will enable a private/public partnership to be formed to improve infrastructure for economic development.

North Carolina Board of Transportation Logistics Director Rudy Lupton stated he and North Carolina Department of Transportation Secretary Tony Tata visited the Army Material Command in Huntsville, Alabama and discussed the Logistics Initiative with the Deputy Commander. The issue is a lot of the equipment will not come back to North Carolina. It is difficult to justify keeping employees when they have no equipment to work on. It is difficult to justify moving anything to North Carolina.

## **North Carolina Department of Transportation Division 2 Update**

North Carolina Department of Transportation Division 2 Engineer John Rouse updated the Highway 70 Corridor Commission on the following:

- Kinston Bypass – A detailed study remains on the four remaining corridor options (existing corridor and three southern options). The draft environmental impact study is due for completion in early 2015. There will be a corridor design public hearing scheduled for late 2014. The selected corridor decision is on schedule for a record of decision in 2016. This project is currently unfunded and falls under the new prioritization process.
- US Highway 70 and James City – Under the Strategic Transportation Investments the project has been funded to upgrade to a freeway. The project scope consists of upgrading the existing roadway to a freeway with grade separated interchanges from the Neuse River Bridge to Grantham Road. Right-of-way acquisition is scheduled for fiscal year 2020-2021 with construction the following year. The construction cost is estimated to be \$66 million based on the upgrade with three flyovers. This project made the statewide cut. No work has been done on the project other than a previous feasibility study. This is very early in the project.
- Slocum Road Interchange at Havelock – The environmental document on this project was approved December 2013. Right-of-way acquisition has been delayed until March 2015 due to power line relocations. The right-of-way process will take 22 months to complete. Right-of-way will need to be coordinated for a small portion of the Croatan National Forest. Construction is now scheduled for March 2017. This project has been grandfathered in concerning the prioritization process.
- US 70/Havelock Bypass – The final environmental impact statement is scheduled to be released this fall. The record of decision is scheduled for mid-2015. Right-of-way acquisition is scheduled to begin in fiscal year 2015. The construction let date is scheduled for fiscal year 2017. The estimated construction cost is \$180 million. This project will need to go through the new scoring prioritization process.
- Gallants Channel Bridge (R-3307) – The bid has been awarded to Conti Enterprises, Inc. in the amount of \$66.4 million. A preconstruction meeting was held on March 25, 2014. A groundbreaking ceremony was held on April 25, 2014. Clearing has begun. Initially, a working bridge will be built. The completion date is scheduled for September 2017. There is no incentive to complete the bridge earlier.

## **Division 4 Review and Project Updates**

North Carolina Department of Transportation Division 4 Operations Engineer Chris Pendergraph updated the Highway 70 Corridor Commission on the following:

- Pine Level – The project includes two interchanges – one at US Highway 70 Business and one at Davis Mill Road. The project will eliminate two traffic signals on US Highway 70. Right-of-way is currently being purchased. The anticipated let date is February 2015. The project is a federal high hazard elimination project and is fully funded.

- Wilson's Mills – This project on US Highway 70 is west of Sadisco Road to west of Turnage Road near Wilson's Mills. The project is anticipated to include two interchanges – one at Wilson's Mills Road and one at Swift Creek Road. The project is only funded for design by Arcadis. A public hearing will be held later this year with options for each of the two intersections. The project falls under the Strategic Transportation Investment (STI) law.
- Interstate 795 Economic Impact Study – The total work of the study is 74% complete. The final report is about 50% complete.
- Feasibility study on US Highway 70 at the edge of Princeton at the Johnston-Wayne County line to the edge of the Goldsboro Bypass – A draft of the study is due late summer 2014. The final report is due late fall 2014. The study is looking at different alternatives.
- Goldsboro Bypass – Western end section (US Highway 70 from west of NC Highway 581 to Salem Church Road) is slated for completion in April 29, 2016. The project is 5.9 miles and cost \$62 million. The project is 49.9% complete.
- Goldsboro Bypass – Eastern section (Wayne Memorial Drive to LaGrange) is design build. This section is scheduled to open December 31, 2015. The 12.5 miles project cost is \$104 million and is 41.4% complete.

### **North Carolina Board of Transportation Update**

North Carolina Board of Transportation Division 4 Member Gus Tulloss introduced North Carolina Department of Transportation Johnston and Wayne County District 3 Engineer Jiles Harrell.

North Carolina Board of Transportation Division 4 Member Gus Tulloss stated the new rankings and scoring has caused some confusion. North Carolina Department of Transportation Secretary Tony Tata recently said there were opposing groups on the Bonner Bridge project. North Carolina Department of Transportation Secretary Tony Tata recently met with the North Carolina congressional delegation concerning the federal transportation bill, which is up for renewal. North Carolina would get \$1 billion from the federal government. If the federal funding stopped, it would affect 180 projects and eliminate 22,000 jobs. The North Carolina Department of Transportation does not have new money. Change is on the horizon. We must maintain a positive attitude because we will be part of the change.

### **Other Business**

Highway 70 Corridor Commission Director M. Durwood Stephenson stated General Jim Trogdon will be a member on the BuildNC advisory board.

Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety stated he would voluntarily step down from the Highway 70 Corridor Commission at the end of the meeting. He thanked everyone for the opportunity to serve with a group coming together for the best interest of eastern North Carolina. Eastern North Carolina is in the fight of its life for transportation funding. The Highway 70 Corridor Commission will be a good strong voice for eastern North Carolina.

## **Public Comments**

Don Black reviewed an article in *The Washington Times* stating the United States military is only taking 20% of the applicants who walk into their local recruiter's office intent on enlisting in the armed services. Lowering the number of active duty soldiers will have a direct effect on the economy of eastern North Carolina.

Lenoir Community College Business Manager Bruce Parson stated Dr. Brantley Briley, President of Lenoir Community College, expressed his appreciation for clarification of the Kinston Bypass option south of Lenoir Community College.

In response to a question from Ophelia Davis, North Carolina Department of Transportation Division 2 Engineer John Rouse stated both James City projects were included in House Bill 817. The project at James City, which he reviewed, scored much higher.

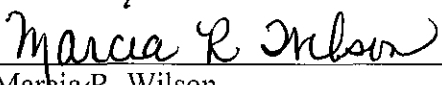
Highway 70 Corridor Commission Director M. Durwood Stephenson stated the North Carolina Department of Transportation always knew something needed to be done at James City, even with a Bypass. The projects are not connected.

## **Next Meeting**

The next meeting of the Highway 70 Corridor Commission will be held in late June at a time and location to be concerned. The July meeting will be cancelled.

## **Adjournment**

At 3:45 p.m., Highway 70 Corridor Commission Chairman Robin Comer adjourned the meeting.

  
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Marcia R. Wilson



<b>Crash Summary ----- 2011 - 2013</b>					
<b>County</b>	<b>Segment</b>	<b>Length (miles)</b>	<b>AADT (veh/day)</b>	<b>Crashes</b>	<b>Crash Rate (100MVMТ)</b>
Johnston	<i>I-40 to US 70 BUS*</i>	8.97	26,300	140	54.20
	US 70 BUS to Selma Bypass	7.63	24,800	163	78.70
	<i>Selma Bypass*</i>	2.90	15,000	6	12.61
Wayne	Pine Level to Goldsboro	18.54	23,000	613	131.13
	<i>MLK Expressway*</i>	4.27	42,100	212	107.65
	Goldsboro to LaGrange	8.35	21,100	257	133.21
Lenoir	<i>LaGrange Bypass*</i>	4.08	17,800	55	69.21
	Little Baltimore to Dover	19.23	19,700	557	134.35
Jones	<i>Dover to New Bern*</i>	26.24	17,350	324	64.99
Craven					
Carteret	James City to Havelock	19.50	29,300	1,008	161.13
	Newport Area	7.77	23,500	207	103.48
	Morehead City Area	7.67	27,900	534	228.04
<b>Entire Corridor</b>		<b>135.13</b>	<b>23,100</b>	<b>4,076</b>	<b>119.25</b>

**Notes:**

1. PAV, PP, and some unable to milepost crashes were excluded.
2. Crash rate is reported as number of crashes per 100 million vehicle miles traveled.

\* Freeway Segments

**MORE CORRIDOR CRASH DATA****CRASH SEVERITY****Fatal Crashes:** 28 fatalities in 27 crashes

0.66% of all crashes

0.79 fatalities per 100MVMТ

**Non-fatal Injuries:** 1,967**Property Damage Costs:** \$18.89 million**CRASH TYPES**The **top five crash types** are:

- 1) rear end (1498 total, 36.8%)
- 2) lane departure (716 total, 17.6%)
- 3) frontal impact (671 total, 16.5%)
- 4) animal (413 total, 10.1%)
- 5) sideswipe (412 total, 10.1%)

Route	Segment	Fatality Crashes	Fatalities	Fatal Crash Rate (100MVMT)	Fatality Rate (100MVMT)
I-40	Raleigh to Wilmington	5	6	0.17	0.21
US 70	Clayton to Morehead City	27	28	0.79	0.82

100MVMT: 100 million vehicle miles traveled

For the analyzed segments, the fatality crash rate for US 70 is 465% higher than I-40.

Johnston County US 70 Crash Data & Statistics							
County	Setting	Access	Length (miles)	AADT (veh/day)	Crashes	Crash Rate* (per 100MVMT)	Statewide Crash Rates** (per 100MVMT)
Johnston	Wake County Line to Wayne County Line				528	75.57	--
	Rural	No/Partial	17.47	22,800	382	87.56	123.43 - 125.52
		Full	11.87	20,200	146	47.82	77.55

\* Crash Rate is reported as number of crashes per 100 million vehicle miles traveled.

\*\* (source: <https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/2011%20Crash%20Rates.pdf>)

#### CRASH SEVERITY

**Fatal Crashes:** 5 fatalities in 5 crashes

0.95% of all crashes

0.72 fatalities per 100MVMT

**Non-fatal Injuries:** 247

**Property Damage Costs:** \$2.52 million

#### CRASH TYPES

The top five crash types are:

- 1) lane departure (168 total, 31.8%)
- 2) rear end (106 total, 20.1%)
- 3) animal (78 total, 14.8%)
- 4) frontal impact (62 total, 11.7%)
- 5) sideswipe (53 total, 10.0%)

#### Potentially Hazardous Crash Areas as identified by the 2013 NC Highway Safety Improvement Program

- Intersections
  - Davis Mill Road (Pine Level): 28 crashes, high severity index
- Segments
  - In the vicinity of Buffalo Road (Selma): 20 crashes, moderate severity index
  - In the vicinity of Turnage Road (Wilsons Mills): 20 crashes, moderate severity index

Route	Segment	Fatality Crashes	Fatalities	Fatal Crash Rate (100MVMT)	Fatality Rate (100MVMT)
I-40	Raleigh to Wilmington	5	6	0.17	0.21
US 70	Clayton to Morehead City	27	28	0.79	0.82

100MVMT: 100 million vehicle miles traveled

For the analyzed segments, the fatality crash rate for US 70 is 465% higher than I-40.

Wayne County US 70 Crash Data & Statistics							
County	Setting	Access	Length (miles)	AADT (veh/day)	Crashes	Crash Rate* (100MVMT)	Statewide Crash Rates** (100MVMT)
Wayne	Johnston County Line to Lenoir County Line				863	137.19	--
	Rural	No/Partial	13.25	21,400	380	122.40	123.43 - 125.52
	Urban	No/Partial	5.94	33,200	384	177.71	172.49 - 313.25
		Full	2.12	44,200	99	96.39	91.97

\* Crash Rate is reported as number of crashes per 100 million vehicle miles traveled.

\*\* (source: <https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/2011%20Crash%20Rates.pdf>)

**CRASH SEVERITY**

**Fatal Crashes:** 8 fatalities in 8 crashes  
 0.93% of all crashes  
 1.27 fatalities per 100MVMT  
**Non-fatal Injuries:** 432  
**Property Damage Costs:** \$4.07 million

**CRASH TYPES**

The **top five crash types** are:  
 1) rear end (344 total, 39.9%)  
 2) lane departure (152 total, 17.6%)  
 3) frontal impact (120 total, 13.9%)  
 4) sideswipe (113 total, 13.1%)  
 5) animal (49 total, 5.7%)

**Potentially Hazardous Crash Areas as identified by the 2013 NC Highway Safety Improvement Program**

- Intersections
  - None
- Segments
  - None

Route	Segment	Fatality Crashes	Fatalities	Fatal Crash Rate (100MVMT)	Fatality Rate (100MVMT)
I-40	Raleigh to Wilmington	5	6	0.17	0.21
US 70	Clayton to Morehead City	27	28	0.79	0.82

100MVMT: 100 million vehicle miles traveled

For the analyzed segments, the fatality crash rate for US 70 is 465% higher than I-40.

Lenoir County US 70 Crash Data & Statistics							
County	Setting	Access	Length (miles)	AADT (veh/day)	Crashes	Crash Rate* (100MVMT)	Statewide Crash Rates** (100MVMT)
Lenoir	Wayne County Line to Jones County Line				564	126.48	--
	Rural	Full Control	4.08	17,800	55	69.21	77.55
		No/Partial	11.29	20,900	311	120.41	123.43 - 125.52
	Urban	No/Partial	4.01	24,600	198	183.30	172.49 - 313.25

\* Crash Rate is reported as number of crashes per 100 million vehicle miles traveled.

\*\* (source: <https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/2011%20Crash%20Rates.pdf>)

**CRASH SEVERITY**

**Fatal Crashes:** 3 fatalities in 3 crashes  
 0.53% of all crashes  
 0.67 fatalities per 100MVMT  
**Non-fatal Injuries:** 374  
**Property Damage Costs:** \$3.47 million

**CRASH TYPES**

The **top five crash types** are:  
 1) rear end (171 total, 30.3%)  
 2) frontal impact (109 total, 19.3%)  
 3) lane departure (93 total, 16.5%)  
 4) animal (85 total, 15.1%)  
 5) sideswipe (49 total, 8.7%)

**Potentially Hazardous Crash Areas as identified by the 2013 NC Highway Safety Improvement Program**

- Intersections
  - Promised Land Road (LaGrange): 28 crashes, high severity index
  - Hill Farm Road (Kinston): 31 crashes, moderate severity index
- Segments
  - None

Route	Segment	Fatality Crashes	Fatalities	Fatal Crash Rate (100MVMT)	Fatality Rate (100MVMT)
I-40	Raleigh to Wilmington	5	6	0.17	0.21
US 70	Clayton to Morehead City	27	28	0.79	0.82

100MVMT: 100 million vehicle miles traveled

For the analyzed segments, the fatality crash rate for US 70 is 465% higher than I-40.

Jones County US 70 Crash Data & Statistics							
County	Setting	Access	Length (miles)	AADT (veh/day)	Crashes	Crash Rate* (100MVMT)	Statewide Crash Rates** (100MVMT)
Jones	Lenoir County Line to Craven County Line				114	95.10	--
	Rural	No/Full	11.90	9,200	114	95.10	77.55 - 125.52

\* Crash Rate is reported as number of crashes per 100 million vehicle miles traveled.

\*\* (source: <https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/2011%20Crash%20Rates.pdf>)

**CRASH SEVERITY**

Fatal Crashes: 0 fatalities in 0 crashes

0.00% of all crashes

0.00 fatalities per 100MVMT

Non-fatal Injuries: 35

Property Damage Costs: \$427,750

**CRASH TYPES**

The top five crash types are:

- 1) animal (59 total, 51.8%)
- 2) lane departure (36 total, 31.6%)
- 3) frontal impact (6 total, 5.3%)
- 4) sideswipe (6 total, 5.3%)
- 5) movable object (3 total, 2.6%)

**Potentially Hazardous Crash Areas as identified by the 2013 NC Highway Safety Improvement Program**

- Intersections
  - None
- Segments
  - None

Route	Segment	Fatality Crashes	Fatalities	Fatal Crash Rate (100MVT)	Fatality Rate (100MVT)
I-40	Raleigh to Wilmington	5	6	0.17	0.21
US 70	Clayton to Morehead City	27	28	0.79	0.82

100MVT: 100 million vehicle miles traveled

For the analyzed segments, the fatality crash rate for US 70 is 465% higher than I-40.

Craven County US 70 Crash Data & Statistics							
County	Setting	Access	Length (miles)	AADT (veh/day)	Crashes	Crash Rate* (100MVT)	Statewide Crash Rates** (100MVT)
Craven	Jones County Line to Carteret County Line				1,266	157.30	--
	Rural	No/Partial	14.23	29,700	511	110.46	123.43 - 125.52
		Full	14.12	16,000	125	50.53	77.55
	Urban	No/Partial	6.05	27,500	515	282.64	172.49 - 313.25
		Full	3.38	43,200	115	72.01	91.97

\* Crash Rate is reported as number of crashes per 100 million vehicle miles traveled.

\*\* (source: <https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/2011%20Crash%20Rates.pdf>)

#### CRASH SEVERITY

**Fatal Crashes:** 9 fatalities in 8 crashes

0.63% of all crashes

1.12 fatalities per 100MVT

**Non-fatal Injuries:** 472

**Property Damage Costs:** \$5.25 million

#### CRASH TYPES

The top five crash types are:

- 1) rear end (539 total, 42.6%)
- 2) lane departure (202 total, 16.0%)
- 3) frontal impact (192 total, 15.2%)
- 4) animal (126 total, 10.0%)
- 5) sideswipe (107 total, 8.5%)

#### Potentially Hazardous Crash Areas as identified by the 2013 NC Highway Safety Improvement Program

- Intersections
  - Williams Road (James City): 35 crashes, moderate severity index
  - Garner Road (James City): 25 crashes, moderate severity index
- Segments
  - None

Route	Segment	Fatality Crashes	Fatalities	Fatal Crash Rate (100MVMT)	Fatality Rate (100MVMT)
I-40	Raleigh to Wilmington	5	6	0.17	0.21
US 70	Clayton to Morehead City	27	28	0.79	0.82

100MVMT: 100 million vehicle miles traveled

For the analyzed segments, the fatality crash rate for US 70 is 465% higher than I-40.

Carteret County US 70 Crash Data & Statistics							
County	Setting	Access	Length (miles)	AADT (veh/day)	Crashes	Crash Rate* (100MVMT)	Statewide Crash Rates** (100MVMT)
Carteret	Craven County Line to Morehead City Port Entrance				741	170.79	--
	Rural	No/Partial	3.98	22100	62	64.31	123.43 - 125.52
	Urban	No/Partial	11.46	26900	679	201.22	172.49 - 313.25

\* Crash Rate is reported as number of crashes per 100 million vehicle miles traveled.

\*\* (source: <https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/2011%20Crash%20Rates.pdf>)

#### CRASH SEVERITY

**Fatal Crashes:** 3 fatalities in 3 crashes

0.40% of all crashes

0.69 fatalities per 100MVMT

**Non-fatal Injuries:** 407

**Property Damage Costs:** \$3.16 million

#### CRASH TYPES

The **top five crash types** are:

- 1) rear end (337 total, 45.5%)
- 2) frontal impact (182 total, 24.6%)
- 3) sideswipe (84 total, 11.3%)
- 4) lane departure (64 total, 8.6%)
- 5) animal (16 total, 2.2%)

#### Potentially Hazardous Crash Areas as identified by the 2013 NC Highway Safety Improvement Program

- Intersections
  - 24<sup>th</sup> Street (Morehead City): 18 crashes, moderate severity index
  - Howard Blvd. (Newport): 26 crashes, moderate severity index
  - 23<sup>rd</sup> Street (Morehead City): 27 crashes, moderate severity index
- Segments
  - In the vicinity of Lakeside Drive (Newport): 24 crashes, moderate severity index

# STC Corridor Rating and Ranking

CORRIDORS				CORRIDOR SCORING			TOTAL CORRIDOR SCORE
ID	Name	Begin Point	End Point	System Connectivity	Mobility	Economic Prosperity	
I	I-85	SC State Line	VA State Line	10	8	8	26
Q	I-40	TN State Line	Wilmington	7	9	10	26
T	I-95	SC State Line	VA State Line	9	9	7	25
U	US 74 W/US 74 E/Future I-74	I-26	Wilmington	7	6	7	20
G	I-77	SC State Line	VA State Line	4	7	7	18
H	I-74/Future I-74	I-77	SC State Line (Brunswick Co.)	4	6	8	18
C	I-26/US 23	GA State Line	TN State Line	4	6	7	17
P	US 70	I-40 (Raleigh)	Morehead City Port	3	3	9	15
O	US 17	SC State Line	VA State Line	4	2	8	14
F	I-73/Future I-73	SC State Line	VA State Line	4	4	6	14
M	I-495/US 64	I-40 (Raleigh)	Outer Banks	4	3	6	13
K	US 421/NC 87	I-85 (Greensboro)	US 74	5	3	5	13
L	US 1	SC State Line	VA State Line	3	3	6	12
W	US 401/NC 24/US 258	I-74	US 70 (Morehead City)	4	2	6	12
J	US 29 N	VA State Line	Greensboro	6	4	2	12
S	I-795/US 117	I-95 (Wilson)	I-40	3	4	4	11
V	US 264	US 64	US 17 (Washington)	1	3	7	11
D	US 321	SC State Line	TN State Line	2	3	6	11
A	US 74	TN State Line	I-26 (Asheville)	4	1	6	11
R	US 64/NC 49	I-40 (Raleigh)	I-85 (Charlotte)	4	1	5	10
X	US 258/NC 11	US 17 (Jacksonville)	US 264 (Greenville)	2	1	5	8
E	US 421 W	TN State Line	I-40 (Winston-Salem)	2	1	5	8
B	US 441	GA State Line	US 74	2	1	4	7
N	US 13	US 17	VA State Line	4	1	2	7

05.05.14 Atkins

Statewide STC

Regional STC

