

# NCDOT Project Classifications for Prioritization

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## Goal

### Safety

Projects where the *primary* purpose is to improve safety. A safety project may also improve the condition of the facility or mobility along the corridor. Examples include:

- Guardrail projects
- Rail crossing and safety projects
- Upgrade roadway projects to improve safety, where no additional capacity or lanes are included
- Traffic signals
- Rumble strips
- Runway lighting

### Mobility

Projects where the *primary* purpose is to improve mobility or improve access. This includes the majority of projects which add capacity or improve travel time, even if the safety or condition of the facility is also improved. Examples include:

- Widening projects (including projects with incorporate a bridge replacement project)
- New location projects (unless a project is to relocate a facility to improve safety)
- Convert grade-separation to interchange projects
- Signal system coordination projects
- Variable message signs and traffic cameras
- New multi-use trail projects
- New buses for a new bus route
- New passenger/commuter/light rail service
- Adding double track to a rail line
- New ferry vessel for expanded ferry service
- Runway extension to accommodate larger planes

### Infrastructure Health

Projects where the *primary* purpose is to improve the condition of the infrastructure. Projects that improve the health of the infrastructure and safety of the facility are typically classified as infrastructure health, unless the primary purpose is to improve safety. Examples include:

- Reconstruction, rehabilitation, resurfacing, repair, replacement, or preservation projects
- Rest area projects
- Replacing an aging ferry vessel (as opposed to a new ferry for new service)
- Replacing an aging bus (as opposed to a new bus for new service)
- Repaving an airport runway

# NCDOT Project Classifications for Prioritization

## Tier

Mode	Statewide Tier	Regional Tier	Subregional Tier
<b>Highways</b>	The Strategic Highway Corridors (SHC) as approved by the Board of Transportation	All primary routes (US and NC) not on the Statewide Tier	All secondary routes (SR) not on the Statewide Tier
<b>Rail (Passenger &amp; Commuter)</b>	All intercity (including out-of-state) passenger rail service and station facilities associated with intercity services	Commuter rail service and associated station facilities which serve commuters <i>between two or more counties</i>	Commuter and light rail service and associated station facilities which serve commuters <i>within a county</i>
<b>Rail (Freight)</b>	Rail lines of strategic importance as determined by the Rail Division	All remaining rail lines not included on the Statewide Tier	N/A
<b>Ferry</b>	Ferry routes connecting Statewide Tier Highway facilities	Ferry routes connecting Regional Tier Highway facilities	Ferry routes connecting Subregional Tier Highway facilities
<b>Aviation</b>	Commercial service airports with at least 100,000 annual enplanements	Commercial service airports (Part 139 Certificated) with less than 100,000 annual enplanements <i>or</i> General aviation airports with at least 25 based aircraft	General Aviation airports with fewer than 25 based aircraft
<b>Public Transportation</b>	Bus service and associated station facilities which serve out-of-state travel	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>between two or more counties</i>	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>within a county</i>
<b>Bicycle and Pedestrian</b>	NC bicycling highways (on-road)	NCDOT designated multi-county regional routes (on-road) <i>or</i> Off-road facilities spanning multiple jurisdictions with a length of at least 20 miles	Off-road facilities with a length shorter than 20 miles <i>or</i> Town, city, or county on-road bicycle networks <i>or</i> All sidewalks

If a project is located at the intersection of more than one tier, the project is classified by the higher tier. An exception is at an intersection, interchange, or grade separation where the project only improves one of the facilities. In this case, the project is classified according to the facility in which the improvement is located. For example, a project that converts a grade separation to an interchange (on a freeway) is classified by the tier of facility which currently does not have access to the freeway.

# NCDOT Project Classifications for Prioritization

## Mode

### Highway

Projects where the *primary* purpose is to improve the highway system.

### Bicycle and Pedestrian

Projects where the *primary* purpose is to enhance the Bicycle and Pedestrian system. Projects which include improving a roadway facility and enhancing bicycle access (such as a resurfacing project which includes adding wide outside shoulders) are classified as highway projects. Standalone projects which add wide outside shoulders are classified as bicycle and pedestrian projects.

### Rail

Projects where the *primary* purpose is to improve passenger and freight rail service. Rail safety projects may be classified as a rail project or a highway project, depending how they are classified in the STIP.

### Ferry

Projects where the *primary* purpose is to improve the ferry system.

### Aviation

Projects where the *primary* purpose is to improve the publicly-owned airports.

### Public Transportation

Projects where the *primary* purpose is to improve the public transportation system and regional/urban/rural transit systems.

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## Submode

The submode classification applies primarily to highway projects classified as safety or infrastructure health.

### Safety

#### Safety (I, R, U)

Safety projects which are typically classified as an interstate, rural, or urban project in the State Transportation Improvement Program (STIP). Generally, these are larger and more costly safety projects than Hazard Elimination or Spot Safety Projects (see below). These projects are not scored by the Mobility and Safety Division.

### Infrastructure Health

#### Interstate Pavement

Projects which resurface, rehabilitate, repair, or reconstruct pavement on interstates.

#### Modernization

Projects which upgrade the roadway to meet the latest design standards. These projects generally include resurfacing the roadway, but also may include adding shoulders, straightening curves, adding turn lanes, widening the existing travel lanes, raising the elevation of the roadway, etc.

#### Miscellaneous

Projects which are not classified as Interstate Pavement, Modernization, or Rest Areas, such as lighting and weigh stations.