



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090001-A

**Mode:** Highway

**Status:** Submitted

## US-74 (New Route - Corridor K)

**From/Cross Street:** US 19 Business in Andrews

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**To:** US 129

**Project Category:** Statewide Mobility

**Length:** 27.1

**TIP#:** A-0009A

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$381,225,000

### Description:

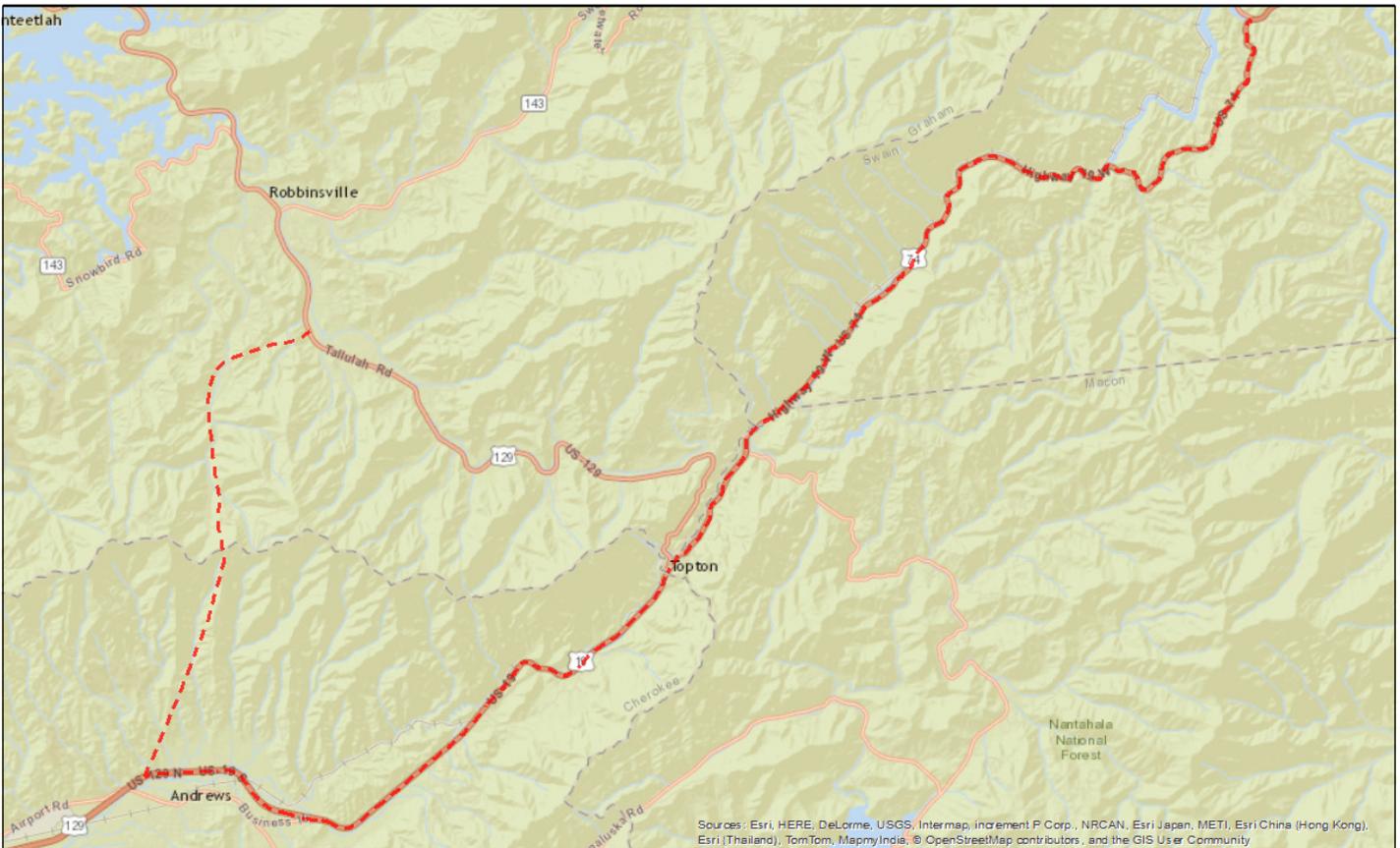
Construct Multi-Lanes, on New Location.

**Division(s):** Division 14

**County(s):** GRAHAM, CHEROKEE

**MPOS(s)/RPO(s):** Southwestern RPO

### Project Location



**Statewide Mobility Total Score: 15.72**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%)	45.83	N/A	N/A
Congestion (V/C) (30%)	15.67		
Economic Competitiveness (10%)	47.03		
Multimodal + [Freight & Military] (20%)	7.66		
[Travel Time] Benefit/Cost (30%)	0.66		
<b>Totals: Weight: 100% Weighted Score: 15.72</b>			

**Regional Impact Total Score: 25.21**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	15.67	Percent: 15% Points: 100	Percent: 15% Points: 0
Safety (10%)	45.83		
[Travel Time] Benefit/Cost (25%)	0.66		
Accessibility / Connectivity (10%)	15.44		
<b>Totals: Weight: 70% Weighted Score: 10.21</b>			

**Division Needs Total Score: 7.85**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%)	45.83	Percent: 25% Points: 0	Percent: 25% Points: 0
[Travel Time] Benefit/Cost (20%)	0.66		
Congestion (V/C) (20%)	15.67		
<b>Totals: Weight: 50% Weighted Score: 7.85</b>			

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	49
Length (miles):	23.7
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Rolling
Lane Width:	11
Paved Shoulder Width:	1
Roadway has Curb & Gutter?	No
Volume (AADT):	5146.08
Capacity:	22678.57
Volume/Capacity Ratio:	0.23
% Autos:	92%
% Trucks:	8%
Truck Volume:	397.11
Crash Density:	46.82
Crash Severity:	47.67
Critical Crash Rate:	43.02
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	20
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	90
Actual Congested Speed:	44.72
Travel Time Index:	1.1

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	27.1
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
Terrain Type:	Mountainous
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	12903065.94
Travel Time Savings for 30 Years (Autos):	11907368.23
Travel Time Savings for 30 Years (Trucks):	995697.71
Long-Term Employment:	181
% Change in Economy:	0.00075968
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 14

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 14	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>100</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Southwestern RPO	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>0</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$366,000,000	TIP Unit
Right-of-Way Cost:	\$14,300,000	TIP Unit
Utilities Cost:	\$925,000	TIP Unit
Total Project Cost:	\$381,225,000	
Other Funding:	\$0	Correct Score
<b>Cost to NCDOT :</b>	<b>\$381,225,000</b>	