NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090068-BA **Mode:** Highway **Status:** Submitted

US-221

From/Cross Street: North of US 74 Bypass

To: North of US 74 Business

Length: 5.54

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

Project Category: Statewide Mobility

TIP#: R-2233BA

Fully Funded in Draft STIP? No

Cost to NCDOT: $119,200,000

Description:

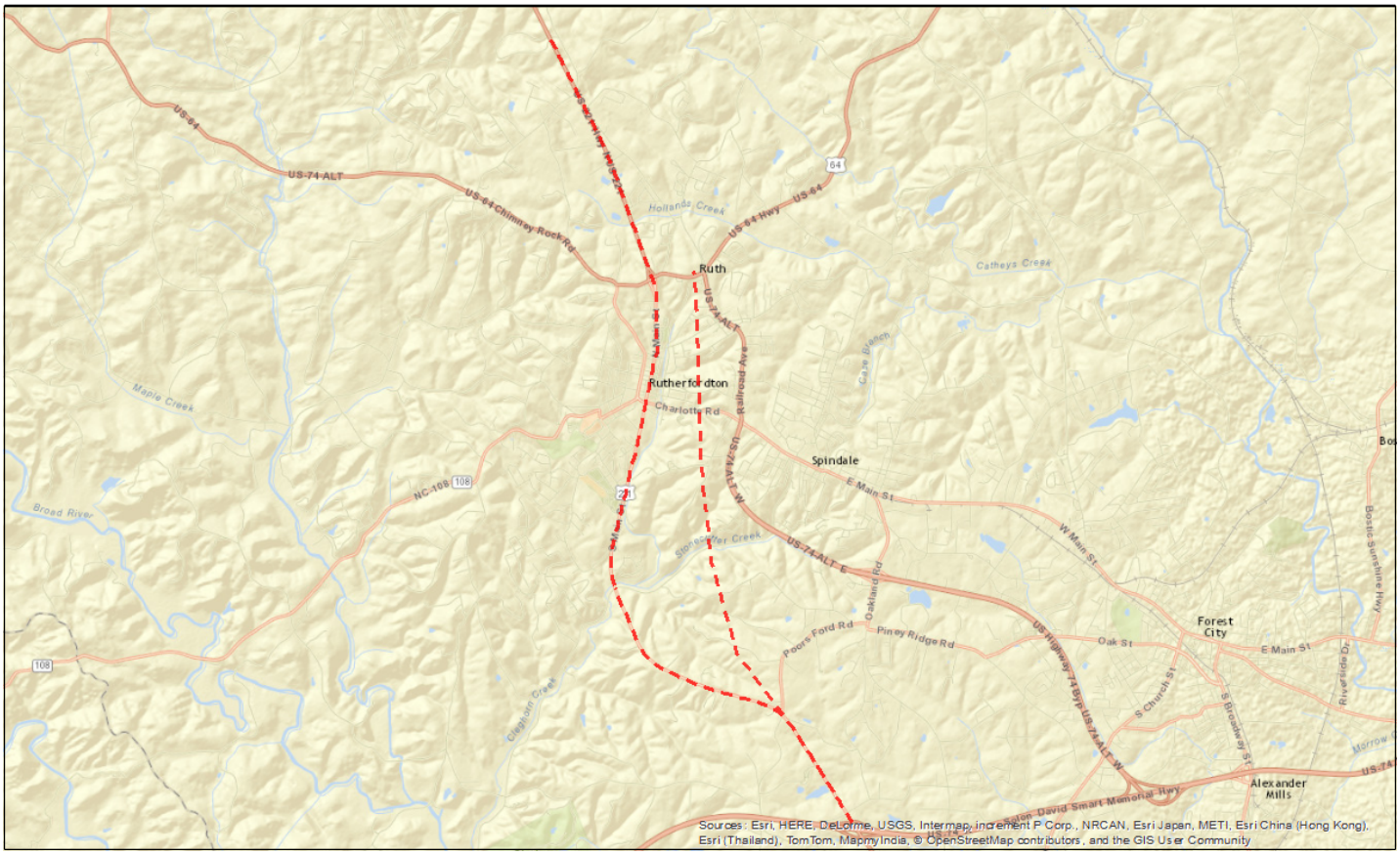
Widen to Multi-Lane

Division(s): Division 13

County(s): RUTHERFORD

MPOS(s)/RPO(s): Isothermal RPO

Project Location



Statewide Mobility Total Score: 18.41

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	32.51	N/A	N/A
Safety (10%)	68.58		
Multimodal + [Freight & Military] (20%)	3.17		
[Travel Time] Benefit/Cost (30%)	0.95		
Economic Competitiveness (10%)	8.78		
Totals: Weight: 100% Weighted Score: 18.41			

Regional Impact Total Score: 32.52

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	32.51	Percent: 15%	Percent: 15%
Safety (10%)	68.58	Points: 0	Points: 100
[Travel Time] Benefit/Cost (25%)	0.95		
Accessibility / Connectivity (10%)	22.99		
Totals: Weight: 70% Weighted Score: 17.52			

Division Needs Total Score: 13.55

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	32.51	Percent: 25%	Percent: 25%
Safety (10%)	68.58	Points: 0	Points: 0
[Travel Time] Benefit/Cost (20%)	0.95		
Totals: Weight: 50% Weighted Score: 13.55			

Project Data *

Existing Conditions

Existing Cross-Section:	
Speed Limit:	46
Length (miles);	8
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	11
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	7664.18
Capacity:	15620.13
Volume/Capacity Ratio:	0.49
% Autos:	92%
% Trucks:	8%
Truck Volume:	633.16
Crash Density:	77.76
Crash Severity:	68.3
Critical Crash Rate:	59.7
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	20
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	86
Actual Congested Speed:	42.21
Travel Time Index:	1.08

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	5.54
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	4994192
Travel Time Savings for 30 Years (Autos):	4581610.74
Travel Time Savings for 30 Years (Trucks):	412581.26
Long-Term Employment:	144
% Change in Economy:	3.17E-05
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 13

***** 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

Division	Percent	Regional Impact	Division Needs
Division 13	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		**0**	**0**

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Isothermal RPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		**100**	**0**

Project Cost and Source

Construction Cost:	$93,000,000	TIP Unit
Right-of-Way Cost:	$24,500,000	TIP Unit
Utilities Cost:	$1,700,000	TIP Unit
Total Project Cost:	$119,200,000	
Other Funding:	$0	None
Cost to NCDOT :	**$119,200,000**	