



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090068-BB

**Mode:** Highway

**Status:** Submitted

## US-221 (New Route - Rutherfordton Bypass)

**From/Cross Street:** North of US 74 Business

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

**To:** North of SR 1366 (Roper Loop Road)

**Project Category:** Statewide Mobility

**Length:** 1.87

**TIP#:** R-2233BB

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$76,200,000

### Description:

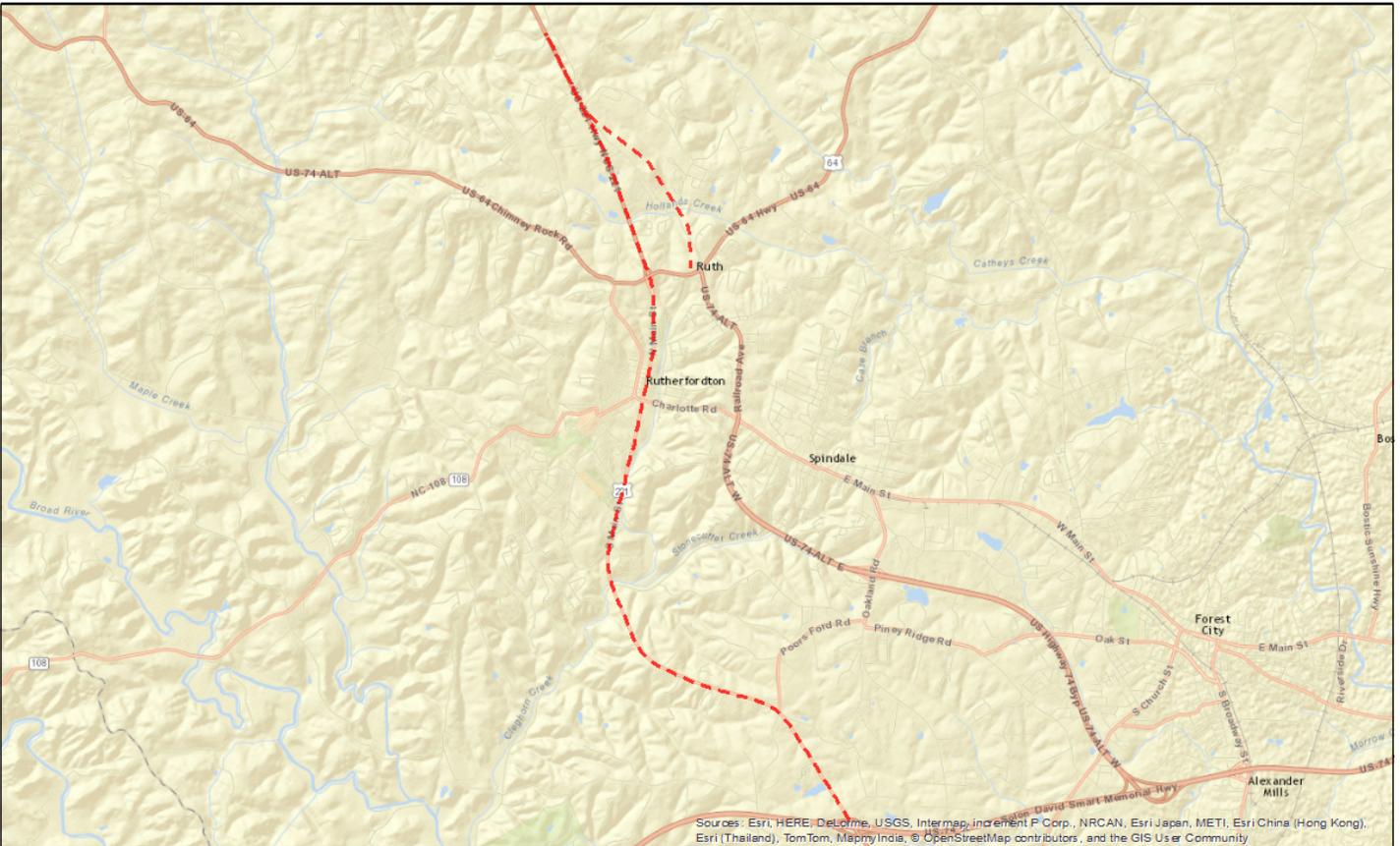
Construct Multi-Lanes on New Location.

**Division(s):** Division 13

**County(s):** RUTHERFORD

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

### Project Location



**Statewide Mobility Total Score: 21.65**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	32.51	N/A	N/A
Safety (10%)	69.32		
Economic Competitiveness (10%)	29.97		
Multimodal + [Freight & Military] (20%)	3.17		
[Travel Time] Benefit/Cost (30%)	4.45		
<b>Totals: Weight: 100% Weighted Score: 21.65</b>			

**Regional Impact Total Score: 33.67**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	32.51	Percent: 15% Points: 0	Percent: 15% Points: 100
Safety (10%)	69.32		
[Travel Time] Benefit/Cost (25%)	4.45		
Accessibility / Connectivity (10%)	24.99		
<b>Totals: Weight: 70% Weighted Score: 18.67</b>			

**Division Needs Total Score: 39.32**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	32.51	Percent: 25% Points: 0	Percent: 25% Points: 100
Safety (10%)	69.32		
[Travel Time] Benefit/Cost (20%)	4.45		
<b>Totals: Weight: 50% Weighted Score: 14.32</b>			

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

Existing Cross-Section:	
Speed Limit:	46
Length (miles):	12.3
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:	78.77
Crash Severity:	69.85
Critical Crash Rate:	59.37
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	21
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	87
Actual Congested Speed:	43.16
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):	1.87
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	14914997.64
Travel Time Savings for 30 Years (Autos):	13682836.66
Travel Time Savings for 30 Years (Trucks):	1232160.98
Long-Term Employment:	493
% Change in Economy:	0.00010632
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**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 13	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

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

**Project Cost and Source**

Construction Cost:	\$53,300,000	TIP Unit
Right-of-Way Cost:	\$19,900,000	TIP Unit
Utilities Cost:	\$3,000,000	TIP Unit
Total Project Cost:	\$76,200,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$76,200,000</b>	