



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090077

**Mode:** Highway

**Status:** Submitted

## US-158 (Oxford Outer Loop)

**From/Cross Street:** US 158 Business West of Oxford

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** US 158 Business East of Oxford

**Project Category:** Statewide Mobility

**Length:** 4.59

**TIP#:** R-2257

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$22,080,000

### Description:

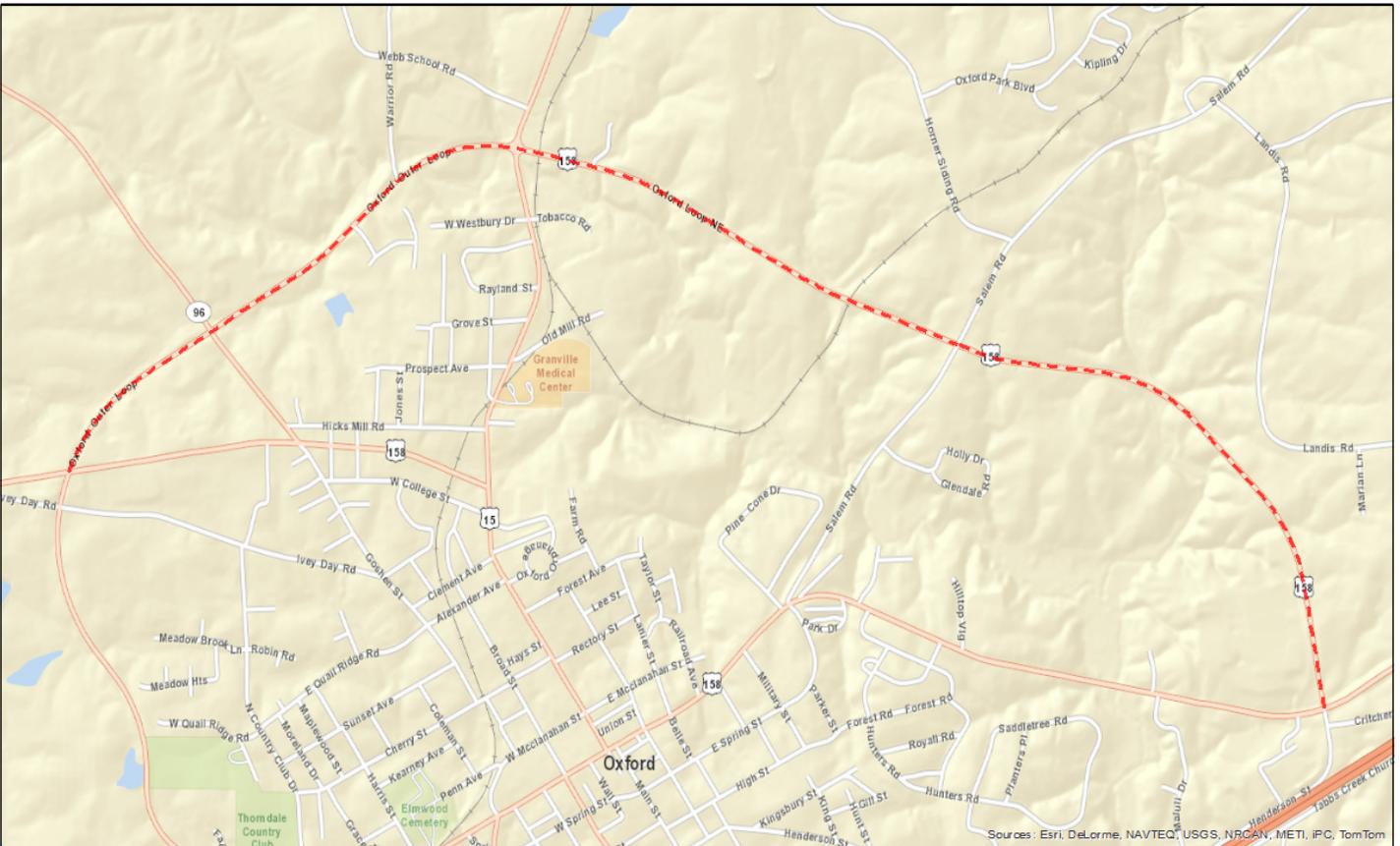
Widen to Multi-Lanes.

**Division(s):** Division 5

**County(s):** GRANVILLE

**MPOS(s)/RPO(s):** Kerr-Tar RPO

### Project Location



**Statewide Mobility Total Score: 13.1**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	30.15	N/A	N/A
Multimodal + [Freight & Military] (20%)	2.57		
[Travel Time] Benefit/Cost (30%)	0.24		
Safety (10%)	34.40		
Economic Competitiveness (10%)	0.27		
<b>Totals: Weight: 100% Weighted Score: 13.1</b>			

**Regional Impact Total Score: 0**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (25%)	0.24	Percent: 15% Points:	Percent: 15% Points:
Accessibility / Connectivity (10%)	24.82		
Congestion (V/C) (25%)	30.15		
Safety (10%)	34.40		
<b>Totals: Weight: 70% Weighted Score: 13.52</b>			

**Division Needs Total Score: 0**

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	30.15	Percent: 25% Points:	Percent: 25% Points:
Safety (10%)	34.40		
[Travel Time] Benefit/Cost (20%)	0.24		
<b>Totals: Weight: 50% Weighted Score: 9.52</b>			

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

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	4.59
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	7058.83
Capacity:	15500.07
Volume/Capacity Ratio:	0.46
% Autos:	93%
% Trucks:	7%
Truck Volume:	514.02
Crash Density:	52.72
Crash Severity:	26.72
Critical Crash Rate:	23.77
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	23
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	97
Actual Congested Speed:	45.8
Travel Time Index:	1.2

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	4.59
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):	229861.56
Travel Time Savings for 30 Years (Autos):	213123.14
Travel Time Savings for 30 Years (Trucks):	16738.42
Long-Term Employment:	3
% Change in Economy:	2.4E-06
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 5

\* 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 5	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

MPO/RPO	Percent	Regional Impact	Division Needs
Kerr-Tar 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:	\$22,000,000	TIP Unit
Right-of-Way Cost:	\$80,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$22,080,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$22,080,000</b>	