



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090152

Mode: Highway

Status: Submitted

US-158

From/Cross Street: SR 1159 (Thee Hester Road)
West of Roxboro

To: Oxford Outer Loop

Length: 27.91

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

Project Category: Statewide Mobility

TIP#: R-2585

Fully Funded in Draft STIP? No

Cost to NCDOT: \$146,100,000

Description:

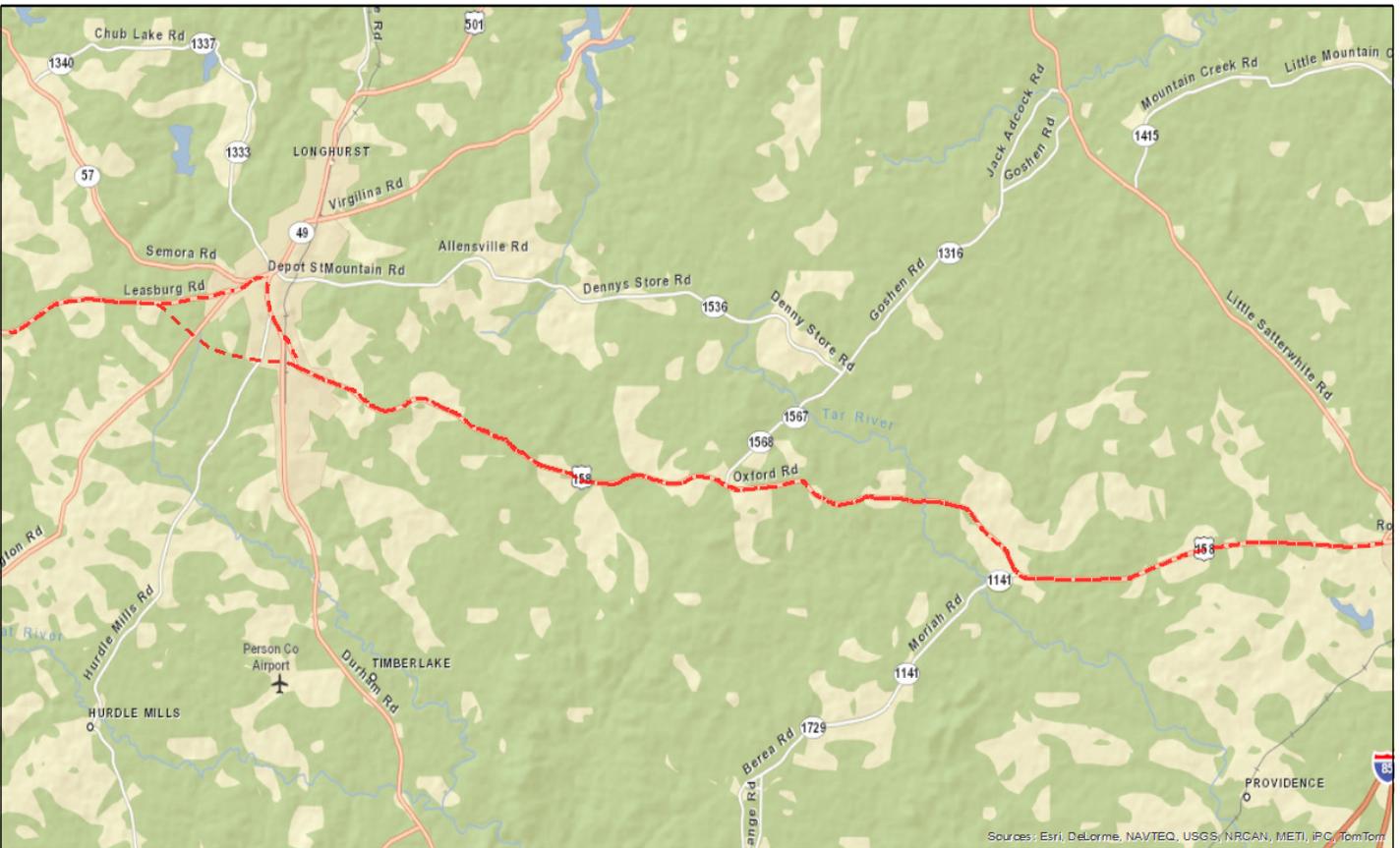
Widen to Multi-Lanes with Bypass of Roxboro on New Location,

Division(s): Division 5

County(s): PERSON, GRANVILLE

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

Project Location



Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, IPC, TomTom

Statewide Mobility Total Score: 11.18

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Economic Competitiveness (10%) 0.65 Congestion (V/C) (30%) 15.89 Safety (10%) 56.62 Multimodal + [Freight & Military] (20%) 3.43 [Travel Time] Benefit/Cost (30%) 0.01	N/A	N/A
Totals: Weight: 100% Weighted Score: 11.18		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 15.89 Safety (10%) 56.62 [Travel Time] Benefit/Cost (25%) 0.01 Accessibility / Connectivity (10%) 32.28	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 12.86		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 15.89 Safety (10%) 56.62 [Travel Time] Benefit/Cost (20%) 0.01	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 8.84		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	52
Length (miles):	28.8
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	10
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	3853.2
Capacity:	16113.45
Volume/Capacity Ratio:	0.24
% Autos:	82%
% Trucks:	18%
Truck Volume:	686.82
Crash Density:	59.03
Crash Severity:	47.58
Critical Crash Rate:	63.27
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	31
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	81
Actual Congested Speed:	46.52
Travel Time Index:	1.07

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	50
Length (miles):	27.91
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Travel Time Savings for 30 Years (Total):	38466.53
Travel Time Savings for 30 Years (Autos):	31609.95
Travel Time Savings for 30 Years (Trucks):	6856.58
Long-Term Employment:	8
% Change in Economy:	5.06E-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
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Kerr-Tar RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$122,600,000	TIP Unit
Right-of-Way Cost:	\$23,500,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$146,100,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$146,100,000	