



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090231-A

Mode: Highway

Status: Submitted

I-73, I-74, US-220 (New Route - Rockingham Bypass)

From/Cross Street: US 74 Bypass West of Rockingham at SR 1109 (Zion Church Road) interchange

Specific Improvement Type: 5 - Construct Roadway on New Location

To: South of SR 1140 (Old Charlotte Highway)

Project Category: Statewide Mobility

Length: 10.5

TIP#: R-3421A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$65,500,000

Description:

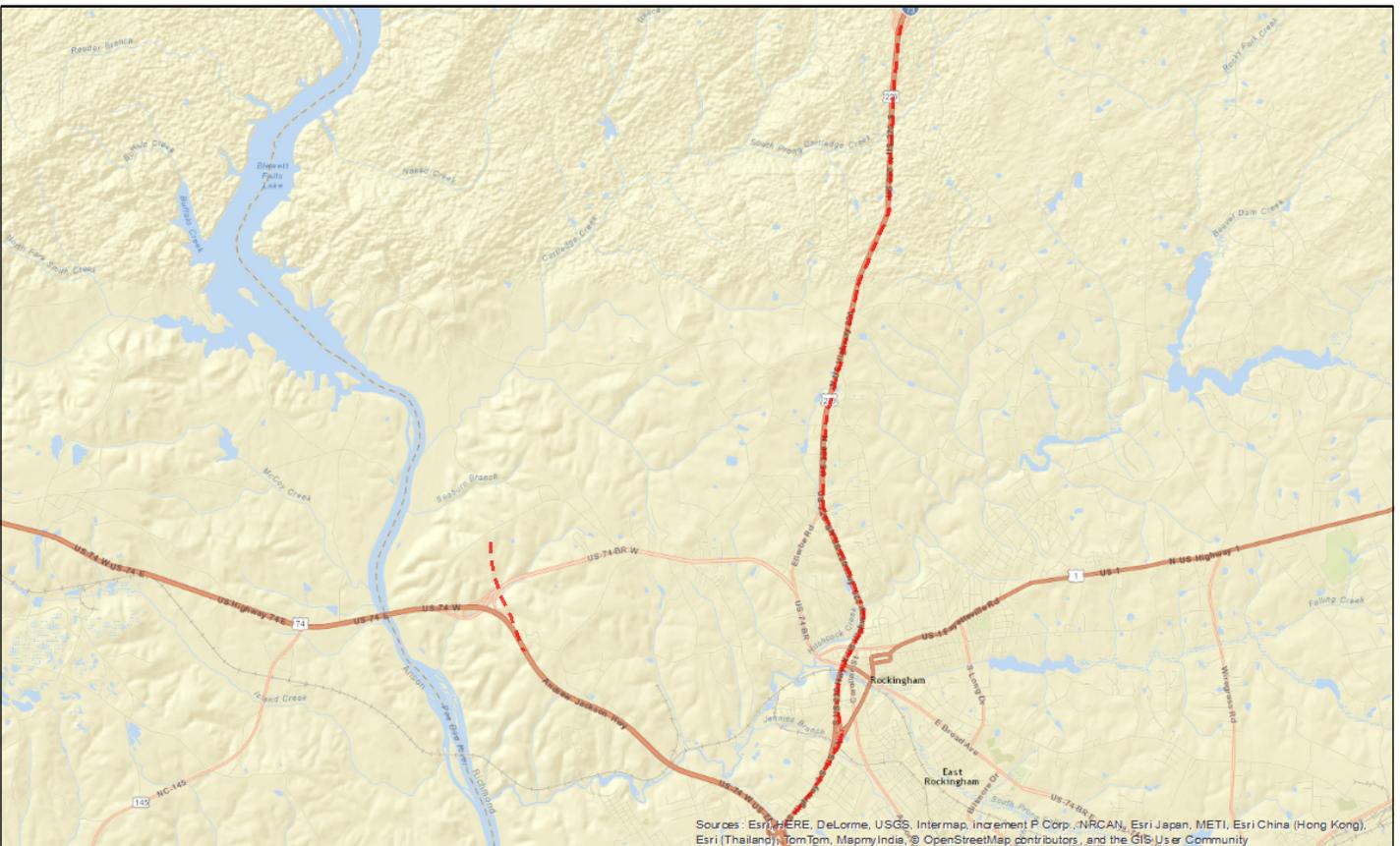
Construct Freeway on New Location.

Division(s): Division 8

County(s): RICHMOND

MPOS(s)/RPO(s): Lumber River RPO

Project Location



Statewide Mobility Total Score: 8.36

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	17.46	N/A	N/A
Safety (10%)	8.03		
Economic Competitiveness (10%)	1.59		
Multimodal + [Freight & Military] (20%)	10.35		
[Travel Time] Benefit/Cost (30%)	0.29		
Totals: Weight: 100% Weighted Score: 8.36			

Regional Impact Total Score: 38.84

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	17.46	Percent: 15% Points: 100	Percent: 15% Points: 100
Safety (10%)	8.03		
[Travel Time] Benefit/Cost (25%)	0.29		
Accessibility / Connectivity (10%)	36.02		
Totals: Weight: 70% Weighted Score: 8.84			

Division Needs Total Score: 4.35

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%)	17.46	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%)	8.03		
[Travel Time] Benefit/Cost (20%)	0.29		
Totals: Weight: 50% Weighted Score: 4.35			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	54
Length (miles):	9
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	3
Roadway has Curb & Gutter?	No
Volume (AADT):	12006.4
Capacity:	56891.81
Volume/Capacity Ratio:	0.21
% Autos:	83%
% Trucks:	17%
Truck Volume:	2070.62
Crash Density:	7.37
Crash Severity:	9.36
Critical Crash Rate:	7.37
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	19
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	93
Actual Congested Speed:	45.6
Travel Time Index:	1.2

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	70
Length (miles):	10.5
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	1560832.55
Travel Time Savings for 30 Years (Autos):	1291652.3
Travel Time Savings for 30 Years (Trucks):	269180.25
Long-Term Employment:	0
% Change in Economy:	3.18E-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 8

* 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 8	100%	100	0
	0%	0	0
	0%	0	0
TOTAL Division Points		100	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Lumber River RPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$65,500,000	TIP Unit
Right-of-Way Cost:	\$0	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$65,500,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$65,500,000	