



# NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090233

**Mode:** Highway

**Status:** Submitted

## US-264 (New Route - Washington Northern Bypass)

**From/Cross Street:** SR 1409 (Wharton Station Road) West of Washington

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

**To:** SR 1600 (Braddy Road) East of Washington

**Project Category:** Statewide Mobility

**Length:** 15

**TIP#:** R-3422

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$186,018,000

### Description:

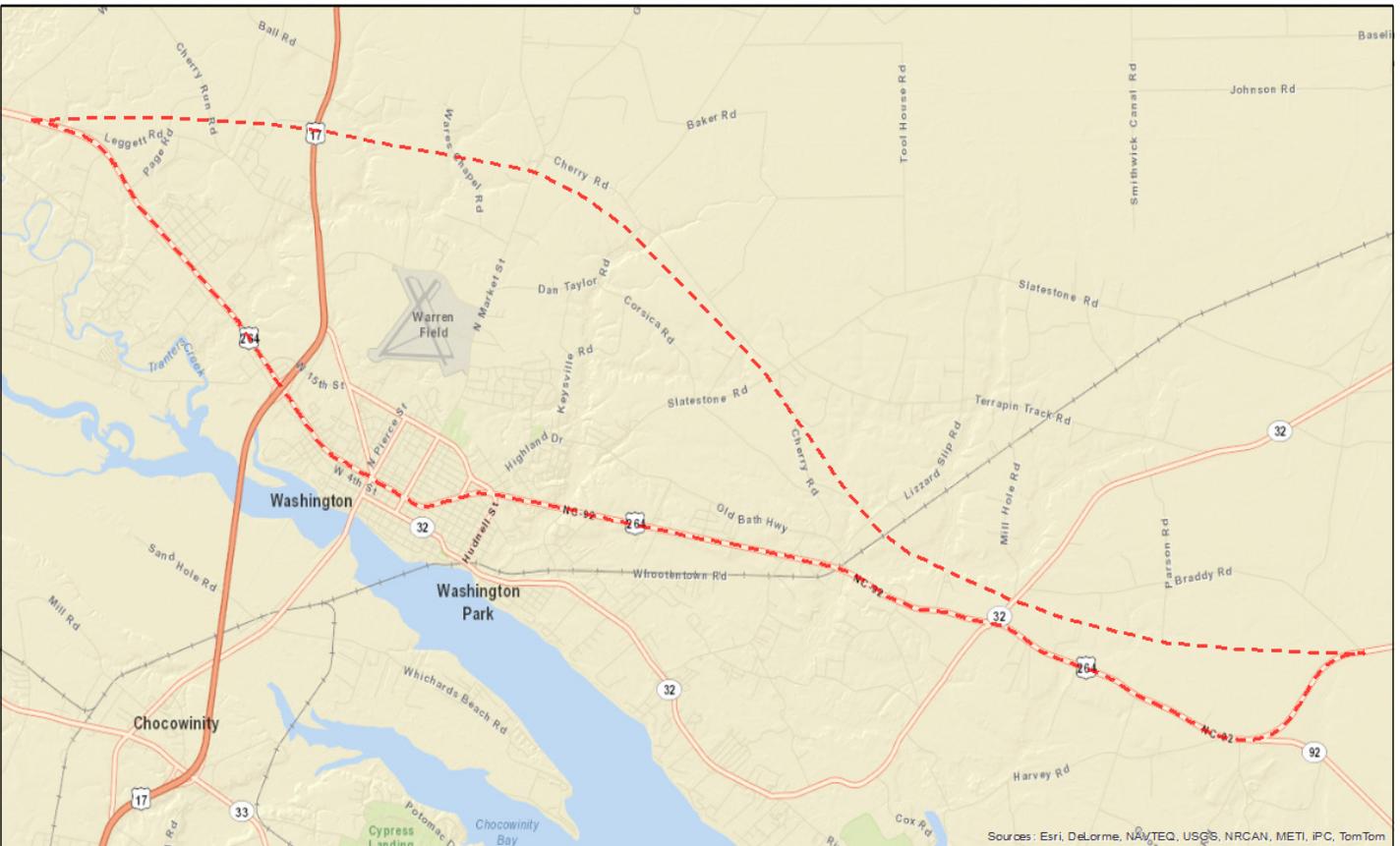
SR 1409 (Wharton Station Road) West of Washington to SR 1600 (Braddy Road) East of Washington. Four Lanes Divided on New Location

**Division(s):** Division 2

**County(s):** BEAUFORT

**MPOS(s)/RPO(s):** Mid-East RPO

### Project Location



**Statewide Mobility Total Score: 29.03**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 36.08	N/A	N/A
Safety (10%) 63.01		
Economic Competitiveness (10%) 94.96		
Multimodal + [Freight & Military] (20%) 5.46		
[Travel Time] Benefit/Cost (30%) 4.39		
<b>Totals: Weight: 100% Weighted Score: 29.03</b>		

**Regional Impact Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (25%) 63.01	Percent: 15% Points:	Percent: 15% Points:
Multimodal + [Freight & Military] (25%) 5.46		
[Travel Time] Benefit/Cost (20%) 4.39		
<b>Totals: Weight: 70% Weighted Score: 18</b>		

**Division Needs Total Score: 0**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 36.08	Percent: 25% Points:	Percent: 25% Points:
Safety (20%) 63.01		
Multimodal + [Freight & Military] (10%) 5.46		
<b>Totals: Weight: 50% Weighted Score: 20.36</b>		

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

Existing Cross-Section:	
Speed Limit:	51
Length (miles):	15.3
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	1
Roadway has Curb & Gutter?	No
Volume (AADT):	14386.2
Capacity:	28467.49
Volume/Capacity Ratio:	0.51
% Autos:	92%
% Trucks:	8%
Truck Volume:	1091.98
Crash Density:	66.75
Crash Severity:	55.74
Critical Crash Rate:	66.57
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	22
Existing Median Type (for Cost Estimation):	TWLTL
Pavement Condition Rating:	60
Actual Congested Speed:	49.05
Travel Time Index:	1.03

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	70
Length (miles):	15
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
TerrainType:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	35993710.96
Travel Time Savings for 30 Years (Autos):	33261626.86
Travel Time Savings for 30 Years (Trucks):	2732084.1
Long-Term Employment:	622
% Change in Economy:	0.00127718
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 2

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 2	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>
Mid-East 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:	\$163,248,000	TIP Unit
Right-of-Way Cost:	\$20,330,000	Cost Estimation Tool
Utilities Cost:	\$2,440,000	Cost Estimation Tool
Total Project Cost:	\$186,018,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$186,018,000</b>	